

The Hongkong Telegraph

(ESTABLISHED 1851.)

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April 7, 1914. Temperature 6 a.m. 58 2 p.m. 60 Humidity 81 78

April 7, 1913. Temperature 6 a.m. 71 2 p.m. 79 Humidity 93 73

WEATHER FORECAST

RAIN

Barometer 30.11

2765 二十月三年寅甲

TUESDAY, APRIL 7, 1914.

二四四 號七月五年亥癸

SINGLE COPY 10 CENTS
\$36 PER ANNUM.

THE ULSTER CRISIS.

HOME BILL SECOND READING PASSED.

MR. BALFOUR ON "A GREAT NATIONAL CRIME."

[Reuter's Service To The "Telegraph,"]

London, Received April 6.

Mr. A. J. Balfour appeared unexpectedly at the Unionist demonstration at Hyde Park, and in the course of his speech said: "We are on the edge of a great national crime, which, if perpetrated, will be followed by a great national disaster."

Suffragists Released.

The Suffragist procession attempted to enter the Park and were good-humouredly hustled by the crowd. Mrs. Drummond and another suffragist were arrested, but subsequently released.

Don't Shoot.

Simultaneously with the Hyde Park gathering a Syndicalist "Don't Shoot" demonstration was held in Trafalgar Square, when the soldiers were exhorted not to fire on the workers. There was no disturbance anywhere.

East Fife.

The East Fife Unionists have deferred their decision until tomorrow.

TO-DAY WIRES.

Mr. Asquith's Return.

London, Received April 6.

Mr. Asquith has returned to Downing Street.

Returned Unopposed.

Mr. Sharman Crawford (Unionist) has been returned unopposed for East Belfast.

Debate Resigned.

In the House of Commons, Mr. Redmond on resuming the Home Rule debate dwelt at great length on the critical nature of the controversy, and said the time had gone for mere party manoeuvres. It was useless crying peace when there was no peace (Opposition cheers). It was impossible to agree to a permanent exclusion of Ulster or to abandon the principle of "Ireland a Nation." Vague talk of federalism was misleading and mischievous. He concluded "Although I do say there is nothing to preclude a fair and honourable settlement I think under the present circumstances the House should proceed with the Bill as it stands." (Loud Cheers.)

If the Government meant honestly to consider the exclusion of Ulster so long as Ulster was unwilling to come in the Opposition would do its utmost to facilitate a settlement along those lines. The application of force could only end in bloodshed and would fail in its object.

Carried More Conciliatory.

Sir Edward Carson reiterated that if the six months' time limit is removed he would go to Ulster and submit the Government's

proposal. The whole thing however, was an outrage on Constitution. Government. He emphasised that the only solution was to exclude Ulster until they won her consent. He implored the Government to abandon the idea of forcing the Bill on Ulster.

Division, Temporary.

Sir John Simon in the most conciliatory manner affirmed that the Premier's offer will remain open to the latest possible moment. He hoped the efforts to arrive at an agreement would be continued, but the Government would exclude any discussion on Federal solution which was merely intended to perpetuate the division of Ireland into two parts.

Mr. Bonar Law's speech.

Mr. Bonar Law said that there were only two ways to avert a calamity. These were the exclusion of Ulster or an appeal to the country. But the Government's bargain with the Nationalists barred either solution. If a proposal to renew the conversations were formally made the Opposition would accept it, but what was the use of conversations with Mr. Redmond vetoing any Opposition proposal? If the Government would make up their minds what was a fair and proper solution and themselves accept the responsibility for that solution, the difficulties would disappear.

Mr. Birrell Winds up

Mr. Birrell in winding up the debate said he thought they had made considerable progress. He shuddered at the very thought of civil war. They did not need civil war to settle the question. Ulster must be won. Her opposition to participating in the self-government of Ireland could be overcome but it could not be overcome by force.

Hence the Government's proposals. He pleaded earnestly for a settlement but the opposition must not press the Government to exclude Ulster permanently.

Bill Passes Second Reading.

The House of Commons passed the second reading of the Bill by 355 votes to 276.

The Voting.

Eight Brienias abstained from voting. Thirty-six labour members voted with the Government. Two Liberals, Mr. Robarths (Robarths) and Sir T. O. Cory voted with the Opposition. Hundreds of Irishmen waving green flags saluted the announcement at the Palace Yard entrance to the House of Commons and gave an ovation to Mr. Redmond and other members as they came out.

TELEGRAMS.

THE ULSTER CRISIS.

[Reuter's Service To The "Telegraph,"]
London, Received April 6.
After Home Rule.

It is understood that the second reading of the Welsh Disestablishment Bill will be taken the week after next and the Plural Voting Bill, shortly afterwards. The Government will then propose the closure on a motion dealing with the committee stage of the three chief bills.

Conferences.

The Government intends that their Ulster proposals will be considered at conferences of the party leaders when the Bill goes before the House of Lords.

BRITISH ENGINEERS.

Interesting Speeches at Association Dinner.

At the second annual dinner of the British Engineers' Association held at the Hotel Metropole, March 6, some interesting speeches were delivered. Mr. Douglas Vickers (managing director of Vickers, Ltd.) was in the chair.

In the course of a speech on "Anglo-Chinese Relations," the Chairman said: "I have no reason to believe that there is any cloud over our relations with China. Everything seems to be going on perfectly, and I can only express the good wishes of every Englishman towards the endeavours of the Chinese Government to establish popular rule. To some extent Chinese have followed in the tracks which we made in winning the liberties that we now enjoy. However, I propose to address you rather with regard to the relations between the two peoples and the relations of trade and commerce which touch us as members of this Association. It has come to the knowledge of most of us that matters have not been going quite as well for the British merchant and manufacturer in China as in the days of the past. It is not our fault that many years ago trade with China was carried on in different style from the present. Those were the days of the English merchant adventurer, who filled his ship with goods collected from this country—cottons, metal goods, and even guns perhaps—and set out for foreign climes, proceeding to deal not so much by monetary exchange as by methods of barter. Those were the good old individualist days, when every man was for himself, irrespective of his Government. I am sorry to say that those days are to a large extent past, and we find our competitors in China no longer setting forth as individualists, but going in compact bands, backed by their Governments, and altogether making a combined attempt to wrest from us the trade which we had come to look upon as our own. We have not been able to follow these methods quite so much as I think we should have, but this Association is certainly an attempt in that direction. We wish to do as an Association what it would be impossible for individuals to do; we think we have taken the right steps in the interests of the trade. We wish to copy, to some extent, the organisation of our competitors, not intending to get orders direct, but to work by influence. What we want to show the Chinese is that we, as a body of English people, are capable of supplying the best things in our own trade that can possibly be obtained, and we wish further to show them the advantages to using British manufactures. To some extent we have been successful.

TELEGRAMS.

SOUTH ALBANIA.

POSSIBLE FORMATION OF MILITIA.

[Reuter's Service To The "Telegraph,"]
London, Received April 7.

Reuter's correspondent at Durrazon states that in consequence of the situation in South Albania, the Government has ordered a list of the forces available in the eventual formation of militia. Proclamations have been posted throughout the country ordered a muster of all ex-redits between the age of twenty-nine and thirty-nine years. Rumours of a partial mobilisation are premature at present.

ful. During the past year we have caused the equipment to be supplied to the mechanical laboratory of the University of Hongkong, on the Hong Kong Committee of which I was some time ago appointed. In this connection we feel that the rising generation of the Chinese people should be educated according to British ideas, by British methods, and perhaps by means of the English tongue, and that then it would be to England that they would come for supplies. We have worked at home, and have received considerable recognition by members of the Government, while we hope to enlist the sympathies of our representatives in the Diplomatic and Consular services, in a way that will have been impossible, in the face of the old traditions, as individuals. It always seems to me quite natural that the representative of the British Government abroad should not think it right to help an individual manufacturer, for there might be a suspicion of unfairness about that; but he can certainly help an Association without giving any ground for complaint. We can appeal as an Association with greater confidence, therefore, to our Government's representatives abroad than we could individually. It is our hope to get it recognised that membership of this Association is in itself a thing to be proud of, and if we succeed in increasing the trade of our country with China we shall not only be doing good work for ourselves, but we shall be doing a great deal to promote Anglo-Chinese relations.

Mr. Wilfred Stokes, chairman of the Association, proposing "The British Engineers' Association" said: To begin, with, in order that you may gauge the real importance of this Association, you must realise that the industry of engineering in England is, I think, second to none, with the exception of agriculture. Where should we be without our manufacturing engineer? We are dependent, further, upon our experts, and as time goes on, we become more and more dependent on foreign markets, many of which we have hitherto considered our own. In the case of China we have had emphasised this evening the good feeling that exists between that country and our own, but I cannot help feeling that politeness has to some extent tinged the remarks that have been made—not intentionally, so as to deceive us, but we cannot expect a great country like China to deal with us exclusively nor to the detriment of other countries, especially as these other countries offer trade on more advantageous terms. There are countries up against us which offer engineering manufactures on decidedly more advantageous terms and which are run on much more modern lines than we are today. How can we face such a problem? I think that it is only by combination and by working wholeheartedly together that we can hope to hold our own or to gain ground. We have thus formed this Association with this main object of combining together for the purpose of trade

TELEGRAMS.

MRS. PATRICK CAMPBELL.

MARRIES MR. CORNWALLIS WEST.

[Reuter's Service To The "Telegraph,"]
London, Received April 7.

Mrs. Patrick Campbell was married this afternoon (Monday) at a registry office to Mr. George Cornwallis West, who was recently divorced by his wife, Lady Randolph Churchill, the decree being made absolute to-day.

and more particularly for the advancement of our trade with China. Our objects are large, and the possibilities of the situation are many. There is nothing simple about this Association but the subscription, which is a miserable ten guineas. And yet that is sufficient to keep some people out. (Laughter.) However, we have achieved something, for a year ago I was able to tell you that our membership was 93; to-night it is 204. (Hear, hear.) You see from that that we have more than doubled our numbers during the year, but not without much effort and struggle. Last year the capital involved in the businesses of our members was something like £34,000,000; this year it is over £80,000,000. Turning to what has passed during the year we have sent out to China our Chief Commissioner, his assistant, and our engineer, and these gentlemen keep us thoroughly well advised of all that is going on. We issue reports to manufacturers advising of all openings and fresh possibilities. Surely that alone is worth the ten guineas I referred to. We have further issued a booklet, in which we have classified the productions of a large number of firms, and this booklet is open to the inspection not only of merchants in China, but of anyone who has interest in knowing where he can obtain engineering manufactures of the kind that he desires. In addition, we have, as has already been stated, materially assisted in the equipment of the engineering department of the University of Hongkong, upwards of £10,000 worth of machinery having been supplied by the members of this Association. Realising as we do the advantages of teaching young Chinese British engineering, we have made a start by arranging for Chinese students to be educated in the workshops of some of our members. Then we have attacked the conditions of contract, under which you must all have smarted at one time or another. I think the time will come when we as a body shall be able to rise up and say, "It is time for one-sided contracts to come to an end. We want to be fair, but think your contracts do not comply with that description." In this direction we have every confidence that we shall come out on top. Again, we have been able to bring before the notice of our members contracts which they themselves would never have heard of, and that alone is a sign that we are doing good work and that we justify our existence. Coming to finance, we all realise that in a large country like China, awakening as it is perhaps to greater extension than it has ever seen before, there must of necessity be an asking on her side for moderate terms of payment. Well, we have quite a strong committee, and we have every prospect of making such arrangements in the near future with regard to finance as will allow our members to shoulder contracts that otherwise it would have been impossible to contemplate. We are still, I am sorry to say, very much smaller in point of numbers than we ought to be,

TELEGRAMS.

THE MARCONI SCANDAL.

FENNER CHARGED.

[Reuter's Service To The "Telegraph,"]
London, Received April 7.

Fenner appeared at the Mansion House Police Court and was charged under the Larceny Act. Altogether there were seventy-eight charges.

and I cannot understand the hesitancy with which many manufacturers treat us when we ask them to join us. Are we wasting our time, flogging a dead horse? I say no. We have fixed upon China as the market we are attacking. Now, there are 450,000,000 people in China who are advancing in their luxuries and requirements. They are waiting for all the things that we make. Are we going to stand by and see other countries supply them with these things? I say no, again. But it is only by associations like this that we can reap anything like a decent measure of success. In drinking the health of this Association we are in reality drinking to the success of our nation. I should like to suggest to the Chancellor of the Exchequer that if the money spent on land valuation had been spent on the exploitation of our interests in China, the Exchequer would in return reap a very much greater benefit. (Laughter.)

NEWS FOR BUSY MEN.

TELEGRAMS.

CONDENSED.

Mr. Asquith has returned to Downing Street.

Mrs. Patrick Campbell has married Mr. George Cornwallis West.

Mr. Birrell pleaded with the opposition not to press for the permanent exclusion of Ulster.

Colonel Sharman Crawford (Unionist) has been returned unopposed for East Belfast.

Sir John Simon says that the Prime Minister's offer will remain open to the latest possible moment.

A suffragist procession attempted to enter Hyde Park but was good-humouredly hustled by the crowd.

Mrs. Drummond and another suffragist were arrested in Hyde Park on Saturday but were subsequently released.

Mr. John Redmond in the House of Commons stated that it was useless crying for peace when there was no peace.

NEWS FOR BUSY MEN.

TELEGRAMS.

CONDENSED.

Sir Edward Carson implores the Government to abandon the idea of forcing the Home Rule Bill on Ulster.

"We are on the edge of a great national crime, which, if perpetrated, will be followed by a great national disaster," says Mr. Balfour.

A demonstration was held at Trafalgar Square to exhort the soldiers not to fire on workers, but there was no disturbance anywhere.

Fenner appeared at the Mansion House Police Court and was charged under the Larceny Act. Altogether there were seventy-eight charges.

Mr. John Redmond resuming the Home Rule debate in the House of Commons, dwelt on the very critical state of the controversy. The time was gone by for mere party manoeuvres.

NEWS.

Football and boxing news appear in this issue.

General news appears on page 3 and log book on page 6.

The report of the China Railway Company, Limited appears in this issue.

A letter dealing with the cruelty of seal hunting appears in to-day's paper.

A fire took place on a boat in the Harbour to-day, and she ultimately sank.

DON'T FORGET.

TO-DAY.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
Bandmann Opera Co.—Theatre Royal—9 p.m.

TO-MORROW.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
Bandmann Opera Co.—Theatre Royal—9 p.m.

Thursday April 9.
Sconegei Rampah Rubber Co., Ltd., General Meeting—noon.

Friday April 10.
Stainer's "Orpheus," St. John's Cathedral—9.15 p.m.

Saturday April 11.
1st Gynkhana Meeting.

Wednesday April 15.
The China Borneo Co., Ltd., Meeting of Shareholders—noon.

Thursday April 16.
"Betsy" Theatre Royal—9.15 p.m.

Friday April 17.
Annual Meeting, Union Insurance Society of Canton, Ltd.,—noon.

China Trader's Insurance Co., Ltd., Annual General Meeting—12.15 p.m.

"Betsy" Theatre Royal—9.15 p.m.

Saturday April 18.
"Betsy" Theatre Royal—9.15 p.m.

Monday April 20.
Hongkong Schools Athletic Sports—noon.

Tuesday April 21.
Annual General Meeting of Shareholders Green Island Cement Co.,—11.30 a.m.

Thursday April 23.
Extraordinary General Meeting, China Fire Insurance Co., Ltd.,—noon.

GENERAL NEWS.

£250,000 for a Shop.
Mr. Gordon Selfridge has bought for between £250,000 and £300,000 the site, shop, and stock, and will take over the staff, of T. Lloyd and Co., drapers, adjoining Selfridge's, in Oxford-street. He had never been in the shop before, but the negotiations, occupying only a week, for acquiring the shares from the executors of the late Mr. T. Lloyd, were completed some weeks ago.

"It is the site I want," he explained. "I want to extend my own premises. I shall then Selfridge's into one of the largest and best land occupied by any single firm in the world."

Prince Henry's Curiosity.
Prince Henry, Prince Albert, and Prince George, accompanied by Mr. Wallington, the Queen's private secretary, visited the Wonder Zoo at Olympia recently on the closing day. They appeared to enjoy the entertainment very heartily, says the *Chronicle*.

Prince Henry was curious as to the private lives of the circus men. He asked many questions to what they were when on the scene, what sort of houses they lived in, and whether, when it was done, they were not indulged in from the rest of the people.

James I. and His Mother's Execution.

Working at P.oley a few days ago, Professor R. H. Gow University, referred to the execution of King James VI of Scotland, as evidenced by in papers which he is editing. These documents are letters on by James, in which he had have Elizabeth to understand that he did not object to the execution of his mother, the Queen Elizabeth, to abandon ideas of secret murder, and as received his reward in the fish heritage, the next victim high was his son.

It is not for me," said the professor, "to judge him, but here and now recent whatever charitable interpretation I may any writings of mine have ended to him."

Arthurian Festival.

Sir Edward Elgar will lay the foundation stone of the Glastonbury Festival Playhouse this summer. Funds are coming in abundantly, but it has been found impossible to begin building the theatre that Professor S. D. Cadhead is planning in time for performances this year. Mr. Rutland Boughton is making arrangements for musical performances in connection with the foundation-stone lying, and about the same time a volume is to be published containing the cycles of Arthurian dramas, by Mr. Reginald Buckley, for the production of which the theatre is designed.

Shipping on the Yangtze.

The report of the Hankow Chamber of Commerce states that, with reference to the Woonang-Hankow pilotage, there is no doubt that shipping on the Yangtze needs to be served by an organized pilot service, because without such organization any incompetent man can call himself a pilot and work as such. Letters were despatched to each Consular representative at Shanghai proposing the banding together of certain national authorities in the making of regulations governing their nationals; but so far the suggestion has received no acknowledgment, only four acknowledgements of the letter having been received. The committee, however, has not entirely given up hope of having a properly organized service.

Lord Charles's Freedom.

There seems to be some difficulty in fastening the freedom of Weymouth on Lord Charles Bedford. The ceremony has just been postponed for the second time. Lord Charles was offered the honour several years ago, when in command of the Home Fleet, at Portland. The fleet put to sea on the day fixed for the presentation. The matter was left until early this year, when Lord Charles was asked to fix a date for the presentation. A recent Saturday was chosen, and when all arrangements had been made, the recipient wired that he was ill.

THE BAYARD OF CARICATURE.

The Story of Sir John Tenniel.

Sir John Tenniel is dead, and the world is sensibly the poorer for the loss of one whom Mr. Balfour once described as a great artist and a great gentleman. He had attained to a very ripe age—he would have been ninety-four on Friday last—and perhaps our younger contemporaries know little about him. But for many years during the Victorian era his cartoons were a force in the land, representing as they did the mingled humour, pathos, wit, irony, and common sense of a keen and disinterested observer of public events.

There was always a certain austerity about John Tenniel's pencil; there was the same austerity about his life and his outlook upon things. The vulgar arts of advertisement he disdained; he had a natural shrinking from public notoriety. But his generous temperament, in fact, of a great gentleman—made him, in a sense, an ideal cartoonist, because he was always scrupulously fair, and won lifelong friends rather than enemies by his political caricatures.

"Punch" a National Institution.

"Punch" is one of our national institutions, and "Punch's" popularity among Englishmen at home and abroad is largely due to the weekly cartoon, which manages, as a rule, to hit off very happily the feelings of the mass of the nation, says the *Times*. For 50 years these cartoons came, with very few exceptions, from Sir John Tenniel's pencil. It was because his genius as a draughtsman enabled him week by week to depict with masterly skill the events that have left their mark upon the times, to give expression to the joys and sorrows of his countrymen, and often to throw a fresh light upon some well-worn subject that Sir John Tenniel's name was known wherever Britons gather together and "Punch" penetrates, and that he had long been recognized as the foremost political cartoonist of his age.

A Londoner.

Sir Henry Lucy, one of his companions at the famous *Punch* Table, says some interesting things about the great cartoonist in the *Daily News*, and also in the *March Cornhill*.

John Tenniel was born in London in 1820, and with rare excursions he passed within the boundary of the metropolis a long and blameless life, say Sir Henry in the *Daily News*. For a man whose quaintly arranged initials were for full forty years familiar all over the civilised world, Tenniel's personality was singularly little known to the outside public. He never lectured, as did several of his colleagues on the *Punch* staff, never took the chair anywhere, nor in their ways common to mankind did he live up to his fame. Yet in quiet, social circles he was known to most eminent Englishmen for two generations. He was a friend of Charles Dickens, and was one of the famous dramatic company that went about the country under his management, playing for charitable purposes.

In 1851 Tenniel joined the *Punch* staff, and soon after undertook the production of the weekly cartoon. Through more than forty years Tenniel held the post there were less than a score of occasions when his place was filled by another. That was remarkable testimony to phenomenal good health, and also implied a singular indifference for holidays.

Discussing the Cartoon.

After he joined the *Punch* staff Tenniel practically abandoned the brush. He found time to do some book illustrations, richly endowed, *Zeop's Fables*, *The Ingoldsby Legends*, *Lallah Rookh*, and *Alice in Wonderland*; but more especially he gave himself up to his *Punch* work, putting all his time and labour into the cartoon. The process of its production was happily leisurely. On Wednesday night he subjected his treatment to be arranged in pencil at the table. On Thursday he thought out the design, and on Friday he accomplished it. Tenniel rarely suggested a cartoon. He left the matter to his assistants, speaking

his long clay pipe, whilst a choice of subject was debated. Sometimes he threw in a suggestion or expressed a preference, but he never led the debate. When the subject was finally settled upon, and its treatment came to be discussed, Tenniel was more in his element and increasingly communicative.

It was characteristic of Tenniel, of his modesty, unselfishness, and singleness of purpose, that he was content through his long connection with *Punch* to work under peculiar pecuniary disadvantages. His colleagues on the staff drew their designs on paper. When the work had been engraved the original sketch was returned to them, sometimes figured in exhibitions and was not unfrequently sold. Tenniel, as a rule, drew straight on the block, and when anyone expressed a desire to obtain the original, he, in order to fulfil the commission, did all the work over again.

"Dropping the Pilot."
Thus his famous cartoon, "Dropping the Pilot," the appearance of which marked the dismissal of Prince Bismarck from the councils of the young German Emperor, was carefully re-drawn before it passed into possession of the disgraced Chancellor on the gift of Lord Rosebery.

With regard to this famous cartoon the *Telegraph* says:—

There is probably a consensus of opinion that the cartoonist reached his widest span in the famous 1890 drawing, "Dropping the Pilot," yet few noted at the time the additional note of bereavement—Tenniel's own—as Bismarck was passing from his hands also. Lord Rosebery was quick to discern the genius of design, and at once gave the artist a special commission for a pen-and-ink drawing of it. Moreover, he sent a copy to Bismarck himself, who in acknowledging it stated, "It is a fine one indeed."

If Only I Could See.

We are enabled by special permission to give a description of the closing phase of Sir John Tenniel's life, says the *Telegraph*. Like Samson of old, who cried out in his blindness,

O dark, dark, dark, amid the blaze of noon,

Irretrievably dark, total eclipse,
Without all hope of day!

This Samson of satire at some times exclaimed against the terrible affliction that in recent years deprived him, as the result of an early accident, of sight; most precious of gifts to all, but by the artist perhaps most dearly prized.

If only I could see—if only I could see! he would exclaim when something was read out to him, and imagination flung some image on the still seeing mind. "I could draw it now! I could draw it now!" And, with that, his hand would firmly describe some bold outlines on the unresisting air until he dropped it to the arm of his great chair with a sigh. Yet he bore his affliction with incredible courage and gentleness.

His Perspective of Death.

His was a perspective of death with his life. Those about him did not know how soon or late that end might be. It was known that he was passing into his last sleep, but it was thought that he might live for several days, or even longer. A most beautiful and authenticated reason there was for this hope. For hours on and off, the feeble hand had been describing figures upon the air. Then came what was the last movement. The arm was outstretched with poised fingers, as if with pencil in hand to take a perspective. The perspective it was of Death. No can one doubt that the great artist found the figure kindly to look upon, for there was a smile upon the face of the dead.

Public Opinion.

Bank Manager.
Mr. Pike having arrived in Penang to take over the management of the local branch of the Hongkong and Shanghai Bank, Mr. W. R. McCollum was to proceed to Colombo by the next P. and O. mail to assume the position of manager there.

If you have lost your appetite for one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

Prepaid Advertisements

ONE CENT PER WORD
FOR EACH INSERTION.

TO LET.

ROGATE, Austin Road, Kowloon, unfurnished.
No. 68 Peak, Mount Kellett, Church Mission Society Bungalow, partly furnished, cheap rent.
No. 6 Cameron Villas, No. 59 Peak to let furnished for one year from 1st May 1914.

TO LET—till 31st October 1914, No. 64, The Peak, seven rooms and drying room, furnished, including Electric fans and Telephone.

TO LET—No. 5, Mountain View from 1st April 1914. Newly painted and colourwashed.
No. 12 Beaconfield Arcade, Shop.

FOR SALE.

HARTING and ROGATE, on part of Kowloon Island Lot 1154. "GLENSHIEL" 124 Barker Road, 5 rooms, close to Tram Station.

Apply to
LINSTEAD & DAVIS,
3rd Floor, Alandra Building,
Hongkong, 2nd Oct., 1913 [211]

TO LET—Two room Flats in Kowloon. Suitable for Europeans, in good airy locality. All Modern Conveniences. Terms Moderate. Apply H. RUTTON-JEE, Royal George Hotel, Hongkong, 17th Oct., 1913. [967]

TO LET—"LA HACIENDA E," No. 74, Mount Kellett Road. Apply: CHATER & MODY, No. 5, Queen's Road Central.

TO LET—From April 1st. The First Floor of No. 25, Des Vœux Road, Central. Suitable for Offices. Rooms can be let separately. Apply—DRAGON CYCLE Co.

TO LET for six months from April 15th next, furnished four roomed house in Wanchai Road, Electric light and fans throughout. Nominal rental—*"B." c/o "Hongkong Telegraph."*

Chinese "Elixir of Life."
Mr. Jonas Lied gave lately an address to the London Chamber of Commerce on "The Opening-up of the Northern Sea Route to Siberia." He had much to say of the prospects and resources of that vast territory, with a population of 13,000,000 which will probably be doubled in fifteen or twenty years; and he mentioned the curious fact that wild deer are there, kept in captivity solely for the sake of their horns, which are worth 40s. the pound, and are all sent to China, where they are used in the manufacture of an elixir of life.

"All the Papers."
The clever authors of "Wisdom while You Wait" have written a new sketch called "All the Papers." It is a "journalistic revue," hitting off, with neat malice, the characteristics and extravagances of the press of to-day. Mr. George Morrow, as usual, has a large share in the collaboration; his blurred drawings caricaturing the reproductions of the "picture papers" are most amusing.

TO LET.

TO LET unfurnished No. 4 Morrison Hill, containing 8 rooms with usual servants accommodation. For further particulars apply Property Office, JARDINE MATHESON & Co., Ltd.

TO LET—from 1st May, 1914. No. 104a, The Peak, furnished. Apply to S. J. DAVID & Co., Prince's Buildings.

TO LET—FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon, cheap rentals. SHOP with GODOWN attached, Nathan Road, KOWLOON. Kowloon Marine Lot No. 48 with Wharf.

Windsor Lodge, Kimberley Road, Kowloon, 6 rooms and Tennis Court.

No. 3, Minden Villas, from 1st April next.
Flats in Nathan Rd. and Humphreys Buildings, from 1st May.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings.

TO LET—OFFICES in King's Building. Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

WANTED.

A YOUNG EUROPEAN to take charge of a branch. State salary required. Apply to the Secretary THE DAIRY FARM Company, Limited.

WANTED—A Compradore for a good business. Write an appointment to E. J. DAVIS, ASTOR HOUSE HOTEL.

NOTICES.

N. LAZARUS.
Nothing is more to my of your consideration than the welfare of your eyes. The trouble that to-day is small and easily remedied, if neglected may get beyond single measures. Be on the safe side and have them examined. No charge for sight testing.

N. LAZARUS,
OPHTHALMIC OPTICIAN.
Tel. 1292. 1A, D'Aguiar St.

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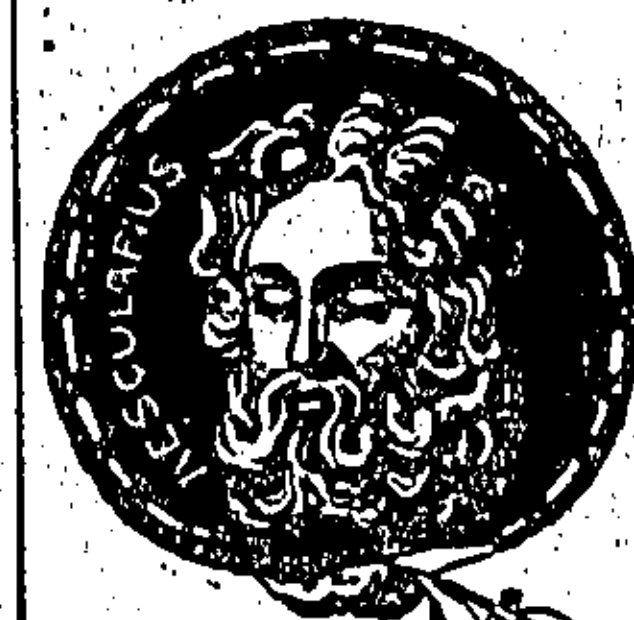
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By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

情向無非確真者事聞要訪探大正總督府報本

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 ABC, 5th edition Western Union.

The Hongkong Telegraph.

HONGKONG, TUESDAY, APRIL 7, 1914.

THE JAPANESE CABINET CRISIS.

The present Cabinet crisis in Japan may prove an unfortunate thing for that country. It came about through the House of Peers insisting upon a reduction of Yen 70,000,000 in the Navy Estimates as they were sent up by the House of Representatives. The latter declined to accept the amendment and challenged the right of the Peers to interfere with a money Bill—a situation which is reminiscent of one in Britain a few years ago. A conference of the two Houses was held but no common ground for compromise was found and subsequently an Edict proroguing the Diet came as a startling development. The Lower House at the time was discussing a resolution impeaching the Government in connection with the naval scandals, and it had been the intention of the Government, whatever happened, to remain in office until these scandals had been cleared up. In the situation thus created, however, there was nothing left for the Prime Minister to do but resign. The Budget, it was clear, had utterly failed.

It is not easy to gather, from comments in the Japanese papers, whether the House of Peers was actuated so much by a desire to check expenditure as by hostility to the Cabinet and to the Constitutionalists who lent it support. Twice the Opposition attempted to impeach the Government and on each occasion it was defeated. The first defeat indeed, led to angry demonstrations in Tokyo and elsewhere, and the second also proved unsuccessful. When the Opposition found itself unable to defeat the Government the Peers took up the battle and succeeded. The situation thus created is most complicated. In many ways it resembles the situation which was created in Great Britain and which saw the Parliament Act placed upon the Statute Book. The Budget should have come into effect on April 1 and, as the Diet does not meet again until December, the Budget for the year 1913-1914 will be applied to the present fiscal year as the Constitution provides.

There will probably be some difficulty in securing a successor to Count Yamamoto, for the new prime Minister is faced with an unenviable task. Just over a year ago quite a lot of difficulty was experienced in finding someone to step into the shoes of Prince Katsura and the same trouble is certain to be found on this occasion. The task of the new Prime Minister will be a most unenviable one. For one thing, he will find it anything but an easy matter to hold together a Ministry in the face of the opposition which presents itself. For another, he will have to face the business of placing an over-taxed people who are groaning under the burden and have at length protested vigorously. Whoever the new Premier may be he will find that task one of extreme difficulty. Meantime, says Reuters correspondent in Tokyo, the automatic application of the old budget will probably mean the suspension of rebuilding; and that will be a serious thing for Japan.

The Plumage Bill.

A correspondent in this issue discusses the cruelty of seal-hunting. This sympathy with the lower animals is becoming more and more widespread and is one of the greatest proofs that a new spirit of humanitarianism is taking deep root with beneficial results. Occasion may be taken to remark the fact that the House of Peers or Plumage Bill, which is intended to put an end to the trade in egret and other feathers, is receiving the support of the Royal Society for the Protection of Birds and of the Zoological Societies of London and New York. In the same connection, a letter sent to the Times by Mr. N. C. Rothschild, Chairman of the Society for the Promotion of Nature Reserves, is worth noting in passing. Mr. Rothschild draws attention to the formation of a "Committee for the Economic Preservation of Birds" which, it seems, has been formed to oppose the Bill on the ground that it is unnecessary.

A "Self-denying" Ordinance. This committee, apparently, is so waiting in outness. It has induced dealers in the plumage trade to pass what looks like a nice, self-denying ordinance. In reality, however, it amounts to no more than a resolution to abstain from importing plumage which cannot be obtained or for which there is next to no demand. This is quite clever in its way because, however the thing may be exposed, any number of people will never see the exposure. Among the birds mentioned in this "admirable" ordinance are the lyrebird, the regent bowerbird, and the rifle-bird, all three of which are so fully protected that it is nearly impossible to obtain them. After this it is hardly necessary to remark that the Committee is directly interested in the plumage trade. But the Plumage Bill seems fairly certain to pass despite its efforts.

CORRESPONDENCE.

The opinions expressed by the correspondents are not necessarily those of the "Hongkong Telegraph."

THE CRUELTY OF SEAL-HUNTING.

(To the Editor of the Hongkong Telegraph.)
Sir,—In view of the fact that an excellent leader on cruelty to animals appeared in your paper a short time ago, perhaps you will allow me to draw your attention to another view of the sealing disaster, to which you devote your leader in to-night's issue. However much we may sympathise with the women and children who as usual will bear the brunt of the disaster—should we not remember when apportioning our sympathy, that these men who have died, met their deaths upon an errand of death? They went forth to kill harmless, inoffensive animals, whose only sin is that we desire their skins.

Frank Buckland, the zoologist, has said of seal-hunting, "This is the first thing that I have ever seen, which realises my youthful conception of the torments of the condemned in Purgatory" and evidence of the brutality of seal hunting may be had in plenty. To my mind it is not only a lesson that when it comes to a struggle with Nature "Man is but a puny thing after all" but also that so long as Man continues to work with murder in his heart instead of Love—so long must he expect stern chastisement at the hand of Nature.

If the great heart of the Public wants to prove that it is "ever sound"—let it do so by scorning to purchase its comfort and warmth with the agony of the Animal Kingdom.

Yours etc.,
HERETIC,
Hongkong, April 6, 1914.

Coolie Killed.

A coolie working at the Kowloon Docks was wheeling an iron pump in the dockyard when it toppled over and falling crushed his skull, thereby causing death.

Forgot the Laws. A Chinese when charged at the Police Court, this morning with bringing unstamped letters into the Colony from Melbourne said that he had forgotten the laws of the Colony. He was fined \$20. The letters contained money advices.

DAY BY DAY.

HE MUST BE MISERABLE WHO DOES NOT CONSIDER HIMSELF HAPPY. ALTHOUGH HE COULD COMMAND THE UNIVERSE, NO MAN CAN BE HAPPY WHO DOES NOT THINK HIMSELF SO. FOR IT SIGNIFIES NOT HOW EXALTED SOEVER YOUR STATION MAY BE, IF IT APPEARS TO YOU BAD.

The Weather.

Lower level 8 a.m. Temp 61; overcast.
At the Peak 8 a.m. Temp 53; drizzle.

The Mails.

Canadian.—Due per Empress of Asia to-day.
American and Canadian Mails.—Close per Nippon Maru at 6 p.m. to-day.
French Mail.—Left per s.s. Amazon at 1 p.m. to-day.
Siberian, American and Canadian Mails.—Close per s.s. Monteagle at 10.30 to-morrow.

Jumbie Sale.

There will be a Jumbie Sale in the R.A. Theatre at 3 p.m. on April 8.

Sailors' and Soldiers' Home.

A concert will be given in the Sailors' and Soldiers' Home, by H.E. Sir Henry and Lady May, on Wednesday, at 8 o'clock.

Leave of Absence.

Leave of absence to the neighbouring countries is granted to Lieut.-Colonel P. J. J. Radcliffe, R.E. from April 16 to April 30.

D.C.L.I. Parade.

The D.C.L.I. turned out with band this morning for a ceremonial parade for H.E. the General Officer Commanding.

Hot Cross Buns.

The Alexandra Cafe in an advertisement on page 2, announces that Hot Cross Buns will be ready on Thursday evening and Friday morning for those who wish to celebrate Easter.

Extradition Case.

The extradition case in which a Chinese is asked for by the Chinese authorities for larceny of rifles, ammunition and the misappropriation of \$40,000, was resumed at Police Court, this afternoon.

Passes.

Garrison orders state that N. C.O.s below the rank of Sergeant, and privates, when walking out after tattoo, must have their permanent or other pass in their possession and must produce it to the G.M.P. if called on to do so.

To Scare the Birds.

A Chinese at the Police Court this morning said that the reason he had the revolver and ammunition found in his possession was to scare birds from his garden. For having no licence he was fined \$100, and the arms and ammunition were confiscated.

Lecture on New Zealand.

Mr. Kempthorne has kindly consented to give a lecture on New Zealand accompanied by lantern slides at St. Patrick's Hall, Garden Road, at 6 p.m. to-night. The lecture will be under the auspices of the Catholic Women's League and a small fee of ten cents will be made from each attending person to defray expenses.

Hongkong Missionary Association.

The Quarterly Meeting of the Hongkong Missionary Association will be held at the Berlin Foundlinghouse, on Bonham Road, this evening at 8 o'clock. Rev. O. Schultze, Mr. A. H. Mackenzie and Rev. H. R. Wells will read short papers concerning "The Production and Distribution of Christian Literature." The programmes for the following meetings of the year will be discussed.

Keeper Fined.

A divan keeper and twelve smokers were brought up at the Police Court, this morning. The keeper was also charged with being in unlawful possession of a quantity of opium. For "keeping" he was fined \$150, or in default one month, and for being in unlawful possession fined \$143, or in default one month. The smokers, with the exception of two who pleaded not guilty, were each fined \$2.

COMPANY REPORT.

The China-Borneo Co., Limited.

The Report for Presentation to the Shareholders at the Eleventh Ordinary Yearly Meeting to be held at the Office of the China-Borneo Company Limited, at noon on Wednesday, April 15 is as follows:—
Gentlemen.—The General Manager and Consulting Committee beg to present to the Shareholders the Eleventh Ordinary Yearly Report of the Company. The accounts show a profit of ... \$120,891.13
From this has to be deducted:—
Fees to Consulting Committee ... 4,000.00

Leaving available for appropriation ... \$116,891.13

The Consulting Committee recommend that a dividend of \$1.20 per share on the Subscribed Capital be paid to Shareholders ... \$55,200.00
Write off Launches and Lighters ... 10,000.00
Write off Hongkong Saw Mills ... 5,000.00
Write off Sandakan Saw Mills ... 7,500.00
Write off Plant &c ... 4,000.00
Write off Sandakan Engine Works ... 6,000.00
Write off Timber Concessions ... 1,000.00
Bonus to Staff ... 2,747.06
Transfer to a fund to be formed to provide for insurance of Company's Launches and Lighters ... 25,000.00
Carry forward ... 494.07

In accordance with the Articles of Association, Mr. J. W. O. Bonnar retires from the Consulting Committee, but offers himself for re-election.

Auditor:—The accounts under review have been audited by Mr. F. Maitland who offers himself for re-election.

W. G. DARBY,
General Manager,
Hongkong, 6th April, 1914.

Statement of Accounts.
LIABILITIES.

Capital:—
60,000 Shares each \$12 ... \$720,000.00
Less 14,000 Shares unissued each \$12 ... 168,000.00
Sundry Creditors ... 552,000.00
Balance of Working Account ... 37,489.84
Account ... 120,891.13
\$710,377.67

ASSETS.
Hongkong Saw Mills:—
Value as per last statement ... \$94,800.00
Less amount provided for depreciation ... 5,000.00
\$89,800.00

Sandakan Saw Mills:—
Value as per last statement ... 80,834.35
Less amount provided for depreciation ... 5,000.00
\$75,834.35
Since added ... 13,477.79
98,312.14

Steam Launches and Lighters:—
Value as per last statement ... 80,189.17
Less amount provided for depreciation ... 7,500.00
\$72,689.17
Since added ... 47,283.00
122,972.17

Less sale of Lighter "China" ... 6,470.50
122,461.58

Sandakan Engine Works:—
Value as per last statement ... 71,847.56
Less amount provided for depreciation ... 5,000.00
\$66,847.56
Since added ... 4,338.61
70,986.17

Plant &c:—
Value as per last statement ... 70,986.17

Since added ... 4,338.61
70,986.17

FIRE IN THE HARBOUR.

Crew Scuttles a Cargo Boat Without Success.

This morning a fire broke out on a cargo boat in the harbour. Before the alarm was given the fire had taken a good hold of the boat and its cargo of four hundred and fifty bales of hemp. The crew in order to prevent the fire spreading to other craft tored holes in the bottom with the intention of sinking her. Apparently the holes did not let in the water as quickly as was anticipated for there was left sufficient time for the Fire Brigade to arrive and put the fire out. Shortly after that the vessel sank.

CROWN LAND SALES.

Two Lots Sold Yesterday Afternoon.

Yesterday afternoon at the P.W.D. Lots Nos. 2,070 and 2,071 were put up for public auction. Inland lot No. 2,071 at Mount Parish, with an area of 25,317 sq. feet and an upset price of \$3,798 was sold to the Rev. C. Bone for \$5,920 while lot No. 2,070 in Hau Fung Lane with an area of about 8,452 sq. feet and an upset price of \$1,268 was sold to U. Hang-sing and Ng Yue-sik, for that figure.

statement ... 24,179.15
Less amount provided for depreciation ... 2,500.00
Since added ... \$21,679.15
4,325.86
\$26,005.01

House and Land Property:—
Value as per last statement ... \$6,184.53

House and Office Furniture:—
Value as per last statement ... 2,377.03
Since added ... 1,320.00
\$3,697.03

Timber Concessions:—
Value as per last statement ... 11,685.04
Less amount provided for depreciation ... 685.28
\$10,999.76

Stocks of Timber and Material in Borneo, Hongkong and Europe ... 139,936.41
Sundry Debtors ... 84,393.88
Cash in hand ... 57,621.16
\$710,377.67

Working Account.
To Management & Office Expenses in Hong Kong, Borneo and London ... 70,886.76
To Interest ... 618.43
Auditor's Fee ... 200.00
Balance ... 120,891.13
\$192,596.32

By Profit on Sales of Rough and Sawn Timber, etc. ... \$192,596.32
By Scrip Fees ... 27.00
\$192,596.32

I report that I have audited the above Balance Sheet with the books, vouchers and securities of the Company and have examined the returns from the Borneo and London Offices which have been audited locally. In my opinion such balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs at the 31st December, 1913, according to the best of my information, and the explanations given me, and as shown by the books of the Company. The various stocks as in previous years are certified for quantity and value by the General Manager. I have obtained all the information and explanations I have required.

(Signed) F. MAITLAND,
Auditor.
Hongkong, 6th April, 1914.

THE CHINA-BORNEO CO., LTD.
(Sd) J. W. O. BONNAR, Members of Consulting Committee.

(Sd) A. E. GRIFFIN, Mittee.

(Signed) W. G. DARBY,
General Manager.

HOLY WEEK.

At The Roman Catholic Cathedral.

Commencing from Sunday, the "Retreat" for men was held and will conclude on Wednesday night.
During Wednesday, Thursday and Friday, the "Tenebrae" services will take place in the evenings.

On Maundy Thursday morning, General Communion and Exposition of the Holy Sacrament will take place: the whole day and night for public adoration. During the Mass the ceremony of the blessing of the Holy Oil will take place and the Bishop will perform the "Lava pedes" during the forenoon.

On Good Friday the unveiling of the "Lignum Crucis" will be performed by the Bishop, following the adoration of the Cross by the Clergy and the whole congregation in the evening after the "Tenebrae" exercises of "Via Crucis" will take place when the "Stabat Mater" will be sung by the choir and the various stages of the Passion of Our Lord and the Dolours of the Blessed Virgin will be preached by the Rev. P. Gabardi, Rector of the Cathedral.

On Saturday morning the blessings of the fount and will be performed, followed by service officiated by the Rector of the Cathedral during which the Alleluia hymn will be intoned by the choir and responded to by the choir. The Church bells, which will have been silent since Maundy Thursday, will be rung when the "Gloria in excelsis" will be intoned, and flowers will be strewn inside the Church.

On Easter Day, a High Pontifical Mass will be officiated. His Lordship, Bishop Pozzo, assisted by the full body of clergy, at 8 o'clock in the morning, during which the Pope's Blessing will be imparted to the whole congregation. A solemn Benediction of the Blessed Sacrament and Litany of the Blessed Virgin, will take place at 5.30 p.m.

Mission for the Troops. A Mission for R.O. Troops will be conducted at St. Joseph's Church by Rev. Fr. Tour, M.A., on the following days:—Maundy Thursday, April 9, 7 p.m.; Good Friday, April 11, 10 a.m. and 7 p.m.; Holy Saturday, April 12, 7 p.m.; Easter Sunday, April 12, Low Mass and General Communion, 7 a.m.; High Mass, 10 a.m.; Benediction, 7 p.m.
All English Speaking Catholics are cordially invited.

FOOTBALL.

D. C. L. I. Reserves defeat the Band.

Yesterday afternoon in the D.C.L.I. Companies' Football League, the Reserves met the Band on the Murray Barrack Parade Ground, and won by two goals to one.

BANDMANN OPERA COMPANY.

The Dancing Mistress.

There was a full house in the theatre last evening when the Bandmann Opera Co. presented "The Dancing Mistress." The play, of which the plot is quite slight but pleasing, contained much bright music and went with a rare swing. Miss Belle Rivers in the title role gave a good performance, danced and sang well and always created a favourable impression. She was admirably backed up by Miss Addie Leonard as Mlle. Touchet, Miss Leonard's humorous work is always good and this fact was recognised more than once by the audience who did not fail to show their appreciation. Mr. Eric Worcester as Baron Montalba made a good villain and sang excellently in the second act while Mr. James Hooper as Weddcombe the butler with sporting proclivities provided a fun of laughter throughout the evening.

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, TUESDAY, APRIL 7, 1914.

LANGKATS.

Annual Meeting of Shareholders.

The 11th annual meeting of shareholders of the Maatschappij tot Mijl-Bosch-en Landbouw-exploitatie in Langkat was held on March 31 at the Chamber of Commerce Rooms Shanghai. Every seat was occupied some minutes before the time set for the commencement of the meeting, and by 4 o'clock there was barely standing room available.

The report and accounts were passed and other formal business transacted. The chairman made a lengthy explanation in regard to the oil position—present and future, the substance of which was that the production can probably be maintained at about 300 tons per day for the next two years, after which the output will depend on the results of deep boring, or from the development of concessions.

Mr. R. S. F. McBain presided, and was supported by Messrs. S. W. Roberts, T. Scholter, J. Prentice, and W. S. Jackson, directors. The members of the advisory board were also in attendance, besides Mr. R. N. Macleod, legal advisor, Mr. A. Matthews, auditor, and J. Elmore, secretary.

The secretary having read the notice convening the meeting the chairman read the auditors' report before addressing the shareholders.

Chairman's Speech.

The chairman said that he thought all the shareholders would agree that the accounts for the past year were of a satisfactory nature. The disposal of the balance at credit of profit and loss had had the most careful attention at the hands of the directors, and he hoped the shareholders would agree with their proposals. They had thought it best to bring up the reserve to one million taels, the figure at which it used formerly to stand. By making the proposed appropriation the position of the company was strengthened.

The shareholders would notice that there had been a reduction in staff expenses. Formerly, all the staff expenses were lumped together, but now the proper proportion had been allocated to the rubber and geological departments.

In referring to the loan and investment account, on which there had been such a heavy loss, the chairman explained that this was largely due to their rubber shares. These, however, had now been written down to their lowest level, rendering it unlikely that there would be further material loss. The income on the amount invested was 7 per cent.

In regard to rubber, the chairman said that next year Capital and revenue expenditure would be separated in the accounts. The estimated output for the current year is 180,000 lbs., and it was believed that the cost of production would be very much lower. There were 259,974 trees on the estate at October 31, planted on 2,343 acres. The trees were from one to eight years old. The expenditure on development and upkeep of non-bearing areas would be kept as low as possible.

Timber Department.

A timber department had been started quite recently, and it was now in good order. According to advices from Sumatra the profit for this year should be about guilders 25,000. The great difficulty confronting the company was the obtaining of skilled labour.

Dealing with the oil position, the chairman said that a great deal of drilling had been done—in fact, more than had ever been done before. At the meeting last year it had been announced that the number of wells was increased to 19; the number at the present moment was 28. The production, as the shareholders well knew, was not equal to that of the previous year.

NEW POLICE COURTS.

Expected Completion about October.

It is expected that the new police courts which are being built on the site of the old ones, will be completed by about October of this year. Already they are progressing well and from a superficial view would appear to be further creditable additions to the architecture of the Colony.

ENTRADITION CASE.

Chinese Charged With Larceny Set Free.

Chan Yat-yuen who was applied for in extradition by the Chinese authorities, was discharged, yesterday, at the Police Court. The charge mentioned in the requisition was one of the larceny of \$4,000 worth of cargo from the cargo boat Leang Hop, in Chinese territory. The Crown Solicitor (Mr. J. H. Kemp) made the application and Mr. J. H. Gardiner defended.

The signs of exhaustion to which he, the chairman, had referred at the last meeting, still continued. Between March and June last year four wells were brought in. Nevertheless the increased output from those did not keep pace with the increased exhaustion. During the next period eight new wells were brought in. From January to March this year 15 new wells were brought in, but some of these are not producing.

Four deep wells had been started, but the process of boring was very slow, and there had been endless delays. Two had proved very disappointing. The boring of the two others had taken longer than the first two, but they were now very near to where the oil should be.

Great caution was necessary in considering what the results were likely to be. From one of the wells the directors had more hopes than from the other. From that they had no great anticipations. No new deep wells were opened last year but the one well had produced an average of 11 tons a day. The present hold is down to a depth of 1,240 feet.

Explains Increased Output. Dealing with the recent increase in output, the chairman said that well No. 137 had been taken to the 800 to 900 foot level, but at this depth it was found to be dry. They decided to drill deeper, and came to a hard rock strata. This being penetrated a strata of good petroleum shale was discovered. Another well was accordingly deepened, and this seemed to have an effect on the other wells, for the production went up to 400 tons a day. This, however, had since declined to 300 tons a day.

The chairman said that he did not like to say too much on this point.

However, the directors had thought it desirable to cable Sumatra to report on the present position, and they had that morning received a telegram to the effect that the output on Monday was 324 tons. Although it was impossible to say exactly what the total output for March would amount to, as far as could be seen it would be rather under 10,000 tons.

The chairman then said that the China Press had, a short time ago, published information to the effect that the directors had received a letter making certain charges against the staff in Sumatra. The directors had, in fact, received such a letter, and it was, as the China Press had stated, in German. He did not propose to read that letter, but it contained charges of inefficiency against the Sumatra staff.

The directors had thought it better to have an independent investigation made by some geological expert. After due consideration they approached the

BILLIARDS.

The Soldiers Club Tournament.

Yesterday evening, at the Soldiers Club, play was continued in the first match of the second round of the Soldiers Club Billiards Tournament. From Friday evening's play the Police and Warders held the advantage over the 87th Coy. R. G. A. by about eleven points and this last night was increased to one of forty. Mr. MacNab Wilson lost to 'Serge' Heath by twenty-eight points while P. O. Grimmett won from Bom. Ward by the handsome margin of 57. The scores to date are as follow:

POLICE AND WARDERS.	
Warder Field	230
Warder Gibson	233
Warder MacNab Wilson	222
P. O. Grimmett	250

87th Coy. R. G. A.	
Gunner Williams	955
Bom. Barker	222
Serge Heath	250
Bom. Ward	193
	915

Asiatic Petroleum Company—with which company theirs was intimately connected, as the shareholders were aware—their interests, in fact, being identical, and a special investigation was agreed upon. The report had not, of course, been received yet, as too little time had elapsed, but from a telegraphic summary which was to hand, he, the chairman, did not think that the expert who had been appointed would propose any drastic changes.

Future of Company. The geological expert had given as his opinion that the future of the company depended on the results of the deep boring. He thinks that the production can be maintained at 300 tons a day for two years if certain things are done, but after that time the future will be dependent on deep boring, or the results that can be obtained from other concessions.

As regards the concessions themselves, the prospects were favourable. The chairman was of the opinion that some arrangement could be come to with the Shanghai-Sumatra Tobacco Co., Ltd., to pay them a royalty on all oil produced on the oil-bearing portion of the estates. It had also been agreed to work some lands on the royalty basis in Java, the prospects for development of which, thinks the chief geologist of the company, are quite good. This, said the chairman, seemed quite a favorable proposition. (Applause.)

The chairman then went at some length into the history of the Timor oil-field. He said that an agreement had been drawn up with the company holding the concession, but, without more information in his possession he did not care to express any definite opinion.

The chairman said that he had gone into matters rather more fully than was his custom—more, in fact, than he cared to, but present circumstances seemed to warrant his so doing at that meeting.

Publish Output Weekly.

Finally the chairman dealt with the question of publication of output. He said that, in his opinion, it was best that this should be published only once a month. The daily and weekly output is erratic, and daily figures are no true indication of the position. However, there seemed to be a feeling among some of the shareholders that returns should be published weekly, and if that were really the wish of the meeting, the directors would not object. (Applause.)

The chairman asked those in favour of the output being published weekly to hold up their hands. This being done

TELEGRAMS.

[The following telegram arrived too late for insertion on Page 1.]

THE ULSTER CRISIS.

MR. LAW'S ANNOUNCEMENT.

[Reuter's Service To The "Telegraph."]

London, Received April 7.

Mr. Bonar Law announced that if the Government inserted the Ulster proposals in the Bill, carried it through the Committee and obtained the country's support therefor, then as far as Lord Lansdowne's authority went the Lords would allow them to place the Bill on the Statute Book without change and without delay.

Mr. Birrell said that it was hopeless to exclude Ulster permanently because of the Irish sentiment and they ought to find a solution whereby Ulster would go out for a time and come back upon conditions which the Government were ready to consider with the Opposition.

Sir John Simon intimated that the Government were prepared to discuss any reasonable modification to Mr. Asquith's proposals.

those contrarily minded were asked to do likewise. The chairman then announced that the opinion of the meeting appeared to be in favour of weekly returns being made public. That being the case, arrangements would be made as soon as possible whereby the output should be published once a week in the morning papers. So far as he could see the information would arrive in time for Tuesday morning's paper, but there might be occasions, of course, when the cable would arrive too late on Monday evening to permit of publication the following morning.

The chairman asked if any of those present had any questions to ask before the first resolution was put to the meeting.

Mr. D. Hartley drew attention to the serious loss in the loan and investment account, pointing out that the loss on the shares represented over 30 per cent. Quoting figures from the reports of the past two years, Mr. Hartley said they seemed to prove that debentures, etc., had been sold to buy rubber stocks, on which a depreciation of 30 per cent. eventually took place.

He went on to say that he noticed an item in the account of a sum of money paid to the advisory board. If money were paid to a board for the purpose of advice and they obtained the result shown, the sooner, said Mr. Hartley, such brilliant intellects were dispensed with the better. The shareholders did not want to see their invested funds disappear in the same manner in which the oil had vanished. Would it not be safer to dispose of all their shares as occasion offered, and invest the proceeds in fixed deposit, where, at any rate, they would be safe?

Mr. W. S. Jackson, speaking for the advisory board, said that in regard to the figures quoted by Mr. Hartley, he would refer him to the auditors for information. He said it would be impossible to invest the money on fixed deposit—it had been suggested to the banks long ago when the company began to accumulate funds, and the banks would not look at the proposition. In regard to the depreciation in the value of rubber shares, the year 1910, said Mr. Jackson, must be fresh in the minds of nearly everyone present, and he did not think a lengthy explanation was necessary in regard to that point.

There being no further questions before the meeting, the chairman proposed and Mr. Prentice seconded: "That the

THE "GREAT HARRY."

Report on the Woolwich Ship.

At the request of the Navy League, Mr. Julian Corbett undertook an inspection of the remains of the old ship discovered at Woolwich in 1912. In his report he says that, thanks to the care of the London County Council, accurately measured drawings were made during the process of dismemberment, and these show that the structure of the ship was unlike anything we know as far back as the ship-building treaties go—that is, the latter half of the seventeenth century. The presumption from this is that the ship is earlier than the Restoration.

It further appears that her beam was 40 feet and her length of keel 100 feet. Assuming for the moment that it is a Royal Navy ship these measurements carry it back to the early years of Elizabeth. The last ship built on this proportion was the Triumph, 1561; after that the usual scale was about 1 to 3.

The only other evidence as to date is the primitive construction of her main-mast, which accords with all we know of the Great Harry, and the fact that stone shot were found in her hold. This points to her being pre-Elizabethan, but is by no means conclusive.

The evidence of the remains, therefore, such as it is, raises a presumption that she dates from Henry VIII, for no ship of this size was built under Edward VI. or Mary.

Mr. Corbett points out that the Great Harry was burnt at Woolwich, and was, therefore, presumably in dock at the time, in 1553, when the fire took place. On the other hand, no traces of fire have been found, but this may be accounted for by the fact that the timbers, in some cases at least, have been hewn off at the ends very roughly, as though at some time or other all that appeared above the mud was removed for such value as it had.

report and accounts, as presented, be passed."

The above and succeeding resolutions were then put to the meeting and carried unanimously.

Proposed by Mr. Barnes Moss and seconded by Mr. W. L. Richards: "That Mr. John Prentice be re-elected a director of the Company."

Proposed by Mr. Hardeon and seconded by Mr. R. W. Shaw: "That Mr. John Roberts be re-elected a director of the company."

Proposed by Mr. C. A. Griffin and seconded by W. S. Davidson: "That the appointment of Mr. W. S. Jackson as a director of the company, in place of Mr. J. M. Young, deceased, be confirmed."

The chairman next dealt with the increase in the number of directors to three in Sumatra, as well as Shanghai, private notice of which had been sent to the shareholders. The resolution was subsequently proposed by the chairman and seconded by Mr. J. Prentice.

Proposed by the chairman and seconded by Mr. J. Prentice: "That Dr. E. Bergama be elected a director of the company."

Proposed by Mr. O. H. Platt and seconded by Mr. McKinder: "That Mr. O. W. Wrightson be re-elected a member of the advisory board."

Proposed by Mr. W. Allanson and seconded by Mr. R. N. Truman: "That the appointment of Mr. G. A. Richardson as a member of the advisory board be confirmed."

Proposed by Mr. A. W. Burkill and seconded by Mr. J. Grant McKenzie: "That Messrs. Lowe Bingham, and Matthews be re-elected auditors to the company."

The chairman thanked those present for their attendance, and the proceedings then terminated.

BERNARD SHAW ON DRAMATISTS.

Lessons from the Circus.

Mr. Bernard Shaw, lecturing on "The Nature of Dramas," at Oxford, last month, said the earliest form of drama would be found in full operation to-day if they went to a circus. Here there was necessarily unity of time and place. He seriously advised those who wanted to write plays to watch the unity of time and place at the circus.

They had peculiarly good opportunities in a university to study the technique of their trade, because every college master really provided them with a sort of ready-made ring-master. (Laughter.) Upon meeting the head of the college they might engage him in conversation. They might exercise their ingenuity so that whatever he happened to say they might put a wrong construction upon it. They could misunderstand him as much as possible, so that when he asked a question they could give him obviously the reply he did not intend to have.

The Secret of Comedy. If they saw another member of the college passing let them get up a quarrel and ask the master to preside at the combat, which they would suppose was dialectic at first and finally pugilistic. If they did this they would be really laying the foundations of any skill they would be capable of attaining as a comedian. (Laughter.) They would find that this was the technique of Aristophanes and of Moliere, the great masters of comedy. Coming nearer to our time, they would find that it was his own technique. (Laughter.)

It was extremely gratifying to find that Mr. G. K. Chesterton, in "Magic," had quite intuitively observed unity of time and place, and his play might be performed in a circus. The unity of time and place imposed on them certain other conditions. It imposed on them what stupid writers on the subject of the drama called the "abuse of coincidence." No really thoughtful man supposed that a drama could be written without coincidences, and when they heard a man talking about the childishness of dramas in which there were coincidences he advised them to look at him in a calm and fatherly way and say in a solemn voice: "My friend, all life consists of coincidences."

Plays must be improbable. The fact that they were listening to him was a coincidence, and it might be one they would tell to their grandchildren, or, on the other hand, one which when they went home at the end of term they would carefully conceal from their parents. (Laughter and cheers.) They would not only be boring their audience but doing something superfluous and unnecessary if they tried to make these coincidences appear plausible. The greatest constructive craft-men of the theatre were men most reckless on the subject of coincidences.

He quoted as an example of the oldest drama the "Oedipus" of Sophocles, which became famous as a masterpiece of coincidence. "Then their play must necessarily be improbable. It could not be a picture of real life, because if real life were dramatic there would be no need to have drama."

He next discussed the real sense of drama—the thing that made it possible to raise drama to the highest form of art that existed among men. Life as it occurred was an extraordinary, unmeaning, puzzling, bewildering absurd sort of thing. They saw a number of events happening, and they did not know the relation between them. The reason why the dramatist could take a few people and put them on a stage and produce something more interesting and instructive than life was because he revealed the connection between these hap-

OUR NEW PERIL.

Yellow Fever From Panama.

Very quietly and very unostentatiously the Imperial Entomological Bureau, which was started a few years ago under the auspices of the Colonial Office, is now effectively grappling with the various problems caused by insects all over the Empire.

All his Majesty's Dominions beyond the seas have come into line; even quite small islands like the Seychelles and Fiji subscribe for the purposes the Bureau has at heart. Altogether the funds at the disposal of the executive officers now amount to between £5,000 and £6,000.

The Bureau has in 1913 busied itself in co-ordinating a complete set of laws and regulations against injurious insects which have been promulgated in the British Dominions and Colonies. These will now be correlated and summarized.

Those responsible for the government of India have been watching with anxious eyes the opening of the Panama Canal. The readjustment of trade routes which will inevitably ensue will deflect a considerable amount of traffic from the yellow-fever haunted American countries to the West of Asia, and should the yellow fever mosquito, *Stegomyia fasciata*, a well-known frequenter of ships, be brought with the deflected traffic, it is possible that an outbreak of yellow fever might appear in India, a perfectly appalling outlook. It is believed that yellow fever has already occurred in New Caledonia.

There is further a great want of knowledge as to whether *Stegomyia Suckellarii*, a very widely distributed and abundant species of mosquito, especially in Africa, carries yellow fever or not, and again on this point the Bureau is making active inquiries. Through the Foreign Office they have been able to command the help of other European countries with Colonial possessions in the Far East. Holland, Germany, France, are all helping. In Hongkong a careful mosquito survey has already been nearly completed.

The Bureau have further secured the service of Mr. W. F. Fiske, one of the most capable American entomologists, to carry out at the expense of the Government of Nyasaland a thorough investigation into the bionomics of the Tsetse fly, *Glossina morsitans*, which conveys Sleeping Sickness.

During the past year 80,000 specimens of insects have been received by the Bureau, of which 14,000 were blood-sucking insects, penings and the chain of causation emotionally affecting the actions that people had on one another, and he was able to produce certain excitement by the fact that he made the audience more and more conscious of what was happening.

Drama had now developed to such a point that they might mix every element of it—music, tragedy, comedy—not only successively, but at the same time. That was the reason why when that lecture was suggested and he was asked to do "Comedy or Farce," and was told that his friend John Massfield was going to do "Tragedy," he was compelled to say that he could not do that, and to add that these distinctions did not any longer exist, and that he would have to deal with the whole thing finally integrated into one of the most extraordinary arts which existed and which any man could practice.

New Advertisements.

The annual meeting of the Green Island Cement Company takes place on Tuesday, April 21. Consignees notices regarding the s.s. Uckermark s.s. Braggvia, and s.s. Den of Ruthven appear on page 5.

CANTON REGATTA.

Mr. Imhof's Fine Record
for Canton.

In connection with the Regatta on Saturday at Canton it is worth noting the record of the stroke of the Canton boat Mr. W. Imhof, who is retiring this year after 14 years rowing for Canton as the Hongkong stroke said in his speech 14 years of everlasting success. He has been instrumental in taking away, after many years trying, the May Cup which now rests for good in the Canton Club. Another point in his career which will stand as a record for many years to come is the fact that, having rowed pairs with Mr. F. O. Herb since 1905, they have never been on the losing side. When he did not row last year the pair from Canton were beaten so that it would seem that his presence is necessary to success for the rowing men from the City of Rome. Mr. Imhof was the subject of much congratulation from the Hongkong visitors during the festive part of the evening following the Regatta.

B.O.C. SPORTS.

List Of Events for Forth-
Coming Meeting.

Following is a list of events to be decided at the Boys Own Club Sports, to be held at the race course, on Saturday, April 25. These are being held one month earlier than usual.

Miss Kelly, daughter of Major General Kelly, has kindly consented to present the prizes at the conclusion of the sports.

100 Yards (Scratch)
2 Miles Bicycle Race (Handicap)
Open to the Colony
Hurdle Race 120 Yards (Scratch)
Amateur Championship (Open)
Team Race (150 Yards)
Quarter Mile (Scratch)
120 Yards (Handicap)
1 Mile Bicycle Race (Handicap)
High Jump Amateur Championship (Open)
Ladies Nomination Race (Conditions to be published later.)
One Mile (Scratch) Amateur Championship (Open)
100 Yards Children's Race (under 10 years)
Consolation Race (120 Yards)
Putting the weight (Amateur Championship) Open
220 Yards Team Race open to School
50 Yards Wheel Barrow Race
Half Mile (Handicap)
50 Yards Children's Race (under 7 years)
Long Jump

BOXING.

Three Australians Likely to
appear Here.

We have been informed that Mr. F. E. Hall, the local boxing promoter, is leaving this week for Shanghai with the express purpose of interviewing three Australian pugilists with a view of booking them for forthcoming tournaments in Hongkong. It is to be hoped that Mr. Hall's mission will be a successful one and that patrons of the sport in Hongkong will, in the near future, be given an opportunity of seeing some of the boys from Australia in the ring.

The tournament fixed for Saturday evening will be left in the very capable hands of Mr. O. Bond, and if the booking is anything to judge by, he will preside over a good attendance.

LAWN TENNIS.

Latest Results in the
Tournament.

The following are the further results in the tennis tournament that has been arranged by the Hongkong Cricket Club.

Doubles Handicap third round:—Penman and Joseland beat Green and Abraham 6-4, 6-2.

Second round:—Montaith and Collins beat Willson and Wood 6-3, 4-6, 6-2.

Professional Pairs:—Hallifax and King beat Hastings and Master 6-3, 6-4.

SPECIAL CABLES.

FAR EASTERN CABLE.

ADEN TO SINGAPORE SECTION LAID.

(From Our Own Correspondent.)

Singapore. Received April 7.
The cable steamer, *Colonia*, has completed the cable from Aden to Singapore. She leaves for Hongkong in a few days.

WESTERN DINNERS.

Interesting Views by Dr. Wu
Ting-fang.

The March number of *Harper* contains an entertaining article by Dr. Wu Ting-fang, late Chinese Minister to the United States, on "American Dinners and American Manners." The writer draws some contrasts between the ways of East and West, some side glances on English manners. We may quote a few characteristic remarks:—

American chefs are excellent caterers, and well know how to please the tastes of the American people. They concentrate on the art of providing dainty dishes, and human ingenuity is heavily taxed by them in their efforts to invent new gustatory delicacies. The dishes which they place before each guest are so numerous that even a gourmand must leave some untouched. At a fashionable dinner no one can possibly taste, much less eat, everything that is placed before him.

When a Chinese gentleman asks his friends to dine with him the menu may include anywhere from 30 to 50 or 100 courses; but many of the dishes are intended only for show. The guests are not expected to eat everything on the table, or even to taste every delicacy, unless, indeed, they specially desire to do so. Again, we do not eat so heartily as do the Americans, but content ourselves with one or two mouthfuls from each set of dishes, and allow appreciable intervals to elapse between courses, during which we make merry, smoke, and otherwise enjoy the company. This is a distinct advantage in favour of China.

In Europe and America, dessert forms the last course at dinner; in China this is served first. I do not know which is the better way. Chinese are ever ready to accept the best from every quarter, and so many of us have recently adopted the Western practice regarding dessert, while still retaining the ancient Chinese custom, that now we eat sweetmeats and fruit at the beginning, during dinner, and at the end. This happy combination of Eastern and Western practice is, I submit, worthy of expansion and extension. If it were to become universal it would help to discourage the present unwholesome habit—for it is only a habit—of devouring flesh.

Dr. Wu Ting-fang would abolish alcohol in order to improve conversation, and actually proposes that talk should be engaged to entertain the whole company, who could then enjoy their food in peace; "or the entertainment might be varied by engaging a good professional reciter to reproduce literary gems, comic or otherwise." He continues:—

The opportunities afforded at the dining table may be turned to many useful purposes. In China when people have quarrelled their friends generally invite them to dinner, where the matters in dispute are amicably arranged. These are called "peace dinners." I would recommend that a similar expedient should be adopted in America: many a knotty point could be disposed of by a friendly discussion at the dinner table. International disputes might be arranged in this way, and the representatives of nations having complaints against one another might sometimes discover unexpected ways of adjusting their differences if they dined together once or twice.

During the season I frequently attended "at homes," or tea parties, in half a dozen places or more in one afternoon, but no one can dine during the same evening in more than one place.

FIGURES THAT TALK.

Mr. Chiozza Money, M. P., produces some extraordinary figures in the *Westminster*, which show that our trade and national income have been increasing in an unparalleled degree, whatever individuals may or may not have profited. The business has been "one and the same" has been made—by somebody.

The gross assessments to Income Tax in the last eighteen years have increased by £472,000,000, and in the last ten years by £247,000,000.

Our entire public expenditure—imperial expenditure (£171,000,000) without the Post office outgo, all of which, and more, comes back in revenue, plus local rates, amounts in 1913 to about £250,000,000. So that in years the income of the "classes" has increased by as much as our whole public expenditure.

So with our exports, which now exceed £525,000,000. This figure is an increase in eighteen years of £299,000,000.

Wonderful, says Mr. Money, but not nearly as wonderful as the fact that in the last ten years, the years in which public expenditure has risen as never before, exports have risen by £234,600,000. The £525,000,000 of 1913 would have been deemed incredible as recently as 1900, when, in what was deemed "good trade," our exports were worth no more than £201,000,000.

These statements may well be rounded with the statistics of bankers' clearances. The London Bankers' Clearing-House in 1895 cleared £7,593,000,000; in 1903 £10,120,000,000; and in 1913, £16,136,000,000.

In this respect America might learn a lesson from China. We can accept half a dozen invitations to dinner for one evening; all we have to do is to go to each place, partake of one or two dishes, then excuse ourselves to the host and go somewhere else. By this means we avoid the seeming rudeness of a declination and escape the ill-feeling which is frequently created in the West by the refusal of invitations. The Chinese method makes possible the cultivation of democratic friendships without violating aristocratic instincts, and for candidates at election times it would prove an agreeable method by which to make new friends. We are less rigid than Americans about dropping in and taking a mouthful or two at dinner, even without a special invitation.

Another of Dr. Wu Ting-fang's remarks deals with the reserve of the English. He was a law student at Lincoln's Inn, and he relates that the seat on the opposite side of the table was usually occupied by another student, and for months they sat opposite each other without exchanging a word. "I endeavoured to improve matters by occasionally looking up at him as if about to address him, but every time I did so he looked down, as though he did not wish to see me. Finally I gave up the attempt. This is the general habit with English gentlemen. They will not speak to a stranger without a proper introduction, but, seeing that we were fellow students, it might have been presumed that we were gentlemen, and on an equal footing."

"How different," says Dr. Wu Ting-fang, "are the manners of the American! You can hardly take a walk or go for any distance in a train without being addressed by a stranger, and not infrequently making a friend. In some countries the fact that you are a foreigner only thickens the ice; in America it thaws it."

DAIRY FARM NEWS.

BACON & HAM

DO YOU WANT THE BEST FOR
YOUR TABLE
SEND US YOUR ORDERS
WE STOCK ABSOLUTELY 1ST QUALITY
MILD CURED.

AUSTRALIAN BACON

AND

ENGLISH HAMS.

LATEST SHIPPING
NEWS.

MOVEMENTS OF STEAMERS.

The O.P.R. s.s. *EMPEROR OF INDIA* left Vancouver on the 3rd inst.

The P. & O. s.s. *DELTA* left Singapore for this Port on the 5th inst. at 9 a.m. with the outward English Mail, and is due here on the 9th inst. about 4th p.m.

The P. & O. s.s. *ST. LEONARDS* from Bombay is expected to arrive here on about 11th inst.

The s.s. *KWONGSANG* will leave for Manila on the 12th inst. at daylight.

The s.s. *DILWARA* sailed from Calcutta on 1st inst. and may be expected here on or about the 19th inst.

The s.s. *YUENSANG* will leave for Manila on the 18th inst. at 2 p.m.

The s.s. *MONGOLIA* will be despatched at 1 p.m. on the 11th inst. for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu.

The I. C. S. N. s.s. *SUISANG* from Calcutta is due at Hongkong on the 19th April.

The I. C. S. N. s.s. *HINSANG* from Sandakan is due at Hongkong on the 8th April.

The I. C. S. N. s.s. *KWONGSANG* from Shanghai is due at Hongkong on the 9th April.

The I. C. S. N. s.s. *FOOSHING* from Bangkok is due at Hongkong on the 11th April.

The S.L. s.s. *MERIONETHSHIRE* from Vancouver for Hongkong leaves Shanghai 6th April is due at Hongkong on the 9th April.

The B. I. S. N. s.s. *MUTTRA* from Shanghai is due at Hongkong on the 11th April.

Visitors.

Baron A. Sadoine of the Chinese Customs who has been home on leave is returning to duty and is staying at the Hongkong Hotel with his bride.

Clergyman's Loss.

The Rev. N. C. Pope has complained to the police that yesterday his bedroom was entered by someone who stole five pieces of jewellery valued at \$14, and small property worth \$1.50.

To-day's
Advertisement

FROM EUROPE.

THE H.A.L. Steamship

"BRISGAVIA"

Capt. Boldt, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 13th inst. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—
ex s.s. "Shalhol" from
Copenhagen
"Norge" from Göteborg
"Trelleborg" from Åhus.
Jarl
HAMBURG-AMERIKA LINE,
Hongkong Office,
Hongkong, 7th April, 1914.

To-day's
Advertisements

From EUROPE.

THE H.A.L. Steamship

"UCKERMARK"

Capt. W. Nassau, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 9th inst. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—
ex s.s. "Faro" from Oporto
"Brunla" from Christiania
"Bygde" from Christiania
"Bygde" from Drammen.
HAMBURG-AMERIKA LINE,
Hongkong Office,
Hongkong, 6th April, 1914. [1025]

THE GREEN ISLAND
CEMENT CO., LTD.

THE TWENTY FIFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Office of the Company, St. George's Building, Victoria, Hongkong, on TUESDAY the 21st day of April, 1914, at 11.30 o'clock a.m. for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December 1913.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY the 11th day of April to TUESDAY the 21st day of April 1914, both days inclusive.

By Order of the Board of Directors,
Hongkong, 6th April, 1914.

"SHUL" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.
From EUROPE, COLOMBO STRAITS.

THE Steamship

"DEN OF RUTHVEN"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the Wharves, delivery may be obtained.

Goods not cleared by the 13th inst. at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 13th inst. at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by:—
JARDINE, MATHESON & CO., LTD.
Agents
Hongkong, 6th April, 1914.

MACKINTOSH

& CO., LTD.

"MEN'S WEAR SPECIALISTS."

NEW STOCK OF

SMART AND SERVICEABLE

SUN HATS

\$6.50 \$7.50 \$8.50 each.

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WM. POWELL, LTD.

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FOR LADIES

INEXPENSIVE MATERIALS

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SUMMER DRESSES.

LATEST DESIGNS IN
BORDERED ROBE LENGTHS.

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LARGE SELECTION OF

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FOR LADIES & GENTLEMEN.

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ALUMINIUM FLAT BACKED MANDOLINES,

ETC., ETC.

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QUALITY.
ONE STANDARD
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CANADIAN PACIFIC
ROYAL MAIL.
STEAMSHIP LINE.

From Hongkong	From Quebec
Monteagle Empress of Asia Empress of Japan	8th April. 16th April. 30th April.
	Allan Line Empress of Ireland
	9th May. 28th May.

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA," and "EMPRESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA," "EMPRESS OF ASIA," via Optional Atlantic Port 271.10.

"EMPRESS OF INDIA," "EMPRESS OF JAPAN," via Optional Atlantic Port 265.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port 243, via Boston or New York 245.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

S.S. "Torilla," 5,205 tons, Capt. Swanson, R.N.R. will be despatched for SHANGHAI, KOBE & MOJI on 18th April.

S.S. "Dilwara," 5,378 tons, Capt. Ramage, R.N.R. will be despatched for KOBE & MOJI on 25th April.

WESTWARD.

S.S. "A. Apar," 4,450 tons, Capt. Walker, will be despatched for SINGAPORE, PENANG & CALCUTTA on 10th April.

S.S. "Thongwa," 6,298 tons, Capt. Robins, will be despatched as above on 19th April.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to,

DAVID SASSOON & CO., LTD.
Agents.

Hongkong, Apr. 7th, 1914.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East:—16, DES VCEUX ROAD, HONGKONG, SHANGHAI: 2-3, Poochow Road, YOKOHAMA: 32, Water Street, MANILA: Manila Hotel.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

Chief Office:—LUDGATE CIRCUIS, LONDON, E.C.

HAMBURG-AMERIKA LINE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINE via STRAITS and COLOMBO.

to

Marseilles, Havre, Bremen and Hamburg and New York.

And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (Or.)

Cargo at Through rates to all European North Continental and British Ports, also Trieste, London, Oporto, Genoa, and other Mediterranean, Levantine, Black Baltic, Sea, and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

Uckermark	7th Apr.	Vegovia	21st May.
Brigavia	9th Apr.	Friska	29th May.
Almark	25th Apr.	Silesia	16th June.
Furst Bulow	1st May.		

HOMEWARD.

For Havre & Hamburg:	For Havre, Emden, & Hamburg:
Alesia	Uckermark
13th April.	15th May.
For Victoria, V'var, S. & P. (Or.)	For Havre, D'kir & Hamburg:
Moerde	Schwarzburg
21st April.	19th May.
For H're, R'dam, B'men, H'burg:	For Rotterdam & Hamburg:
Bavaria	Brasilia
23rd April.	6th June.
For M'les, H'burg & Antwerp:	For Rotterdam & Hamburg:
Belgravia	Wuerttemberg
1st May.	21st June.
For Hamburg & Antwerp:	For Havre, Emden & H'burg:
Arabia	Segovia
11th May.	28th June.

For Further Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office.

Shipping

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.



Projected Sailings from Hongkong—

Subject to Alteration

Sailing Date

Destination.	Steamers.	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.	Kamo Maru Capt. Shimizu T. 16,000 Kashima Maru Capt. Yagi T. 20,000	{ WEDNES., 8th Apr. at 10 a.m. { WEDNES., 22nd Apr. at 10 a.m.

VICTORIA, B.C. and SEATTLE, via Shanghai, Kobe, Yokohama, and Yokohama	Awa Maru Capt. Tominaga T. 12,500 Shidzuoka Maru Capt. Irizawa T. 12,500	{ TUESDAY, 7th Apr. at noon. { TUES., 21st Apr. at noon.
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SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Tango Maru Capt. T. Sekine T. 13,500	{ WEDNES., 8th Apr. at noon.
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CALCUTTA via Singapore, Penang & Rangoon	Kaga Maru Capt. Tabusa T. 12,500	{ THURS., 9th Apr. at 11 a.m.
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BOMBAY via Singapore and Colombo	Nikko Maru Capt. R. Takeda T. 9,600	{ WED., 8th Apr. at 11 a.m.
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KOBE & Yokohama	Jinsen Maru Capt. Terada T. 5,000	{ WEDNESDAY, 22nd Apr.
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NAGASAKI, Kobe & Yokohama	Sanuki Maru Capt. Deguchi T. 12,500	{ SATURDAY, 16th Apr. at 4 p.m.
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MOJI & Kobe

KOBE (direct)		
Cargo only.		
Fitted with new system of wireless telegraphy.		

PASSENGER SEASON 1914

FOR EUROPE.

Kamo Maru	16,000 tons	sails	Wednesday	8th April.
Kashima	20,000	"	"	22nd "
Mishima	16,000	"	"	6th May.

FOR AMERICA.

Awa Maru	12,500 tons	sails	Tuesday	7th April.
Shidzuoka	12,500	"	"	21st "
Tamba	12,500	"	"	5th May.

For further information apply to
Telephone No. 292.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
PAKHAI & HAIPHONG	Sunkiang	8th Apr. at 10 a.m.
SHANGHAI	Luchow	9th Apr. at 4 p.m.
SHANGHAI & TSINGTAU	Kanchow	11th Apr. at midnight
SHANGHAI	Shaohsing	14th Apr. at noon
MANILA, CEBU & ILOILO	Chinhua	14th Apr. at 4 p.m.
SAHNGHAI	Anhui	16th Apr. at 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Teau." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI & TSINGTAU LINE.—The Twin Screw steamers "Anhui," "Chenan," "Shaohsing" and the S.S. "Kanchow," "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Single \$45; Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 38
Hongkong 7th Apr., 1914.

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Homeward Bound.

(Odessa via usual ports of call.)

The S.S. Vladimir, 5,620 R.T., Commander Kamolchansky, is expected to arrive here on the 3rd Day of April 1914.

For Freight, Passage and further particulars, apply to

Capt. D. A. LUKHMANOFF, Agent,

Hotel Marlborough, 3rd Floor, Rooms Nos. 124 & 125.
Hongkong, 31st Mar., 1914.

Shipping

HONGKONG
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
Zafiro	4000 F. S. McMurray		Manila, Mangarin, Cebu and Iloilo.	SATUR., 11th Apr. 4 p.m.
Rubi	4000 J. Miller		Manila, Mangarin, Cebu and Iloilo.	WED., 22nd Apr. 4 p.m.

Electric Light Fans in every cabin; competent stewardsesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.
GENERAL MANAGERS

Hongkong, 6th Apr. 1914.

JAVA-CHINA-JAPAN
LIJN.

Regular fortnightly service between

JAVA, CHINA and JAPAN

Steamer	From	Expected on or about	For	Will move on
Tjibodas	JAPAN	1st half Apr.	JAVA	1st half Apr.
Tjimahl	JAPAN	2nd half Apr.	JAVA	1st half Apr.
Tjimanoeck	S'HAI	1st half Apr.	JAVA	1st half Apr.
Tjilatjap	JAPAN	2nd half Apr.	JAVA	2nd half Apr.
Tjilong	JAVA	2nd half Apr.	JAPAN	2nd half Apr.
Tjitaroen	JAVA	2nd half Apr.	S'HAI	2nd half Apr.
Tjikini	JAVA	1st half May	S'HAI	1st half May
Tjipanas	JAVA	2nd half May	JAPAN	2nd half May

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Building.

Telephone No. 1574

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Leave Hongkong.
Nippon Maru*	11,000—18 knots	Wed., 8th Apr.
Hongkong Maru*	11,000—18 knots	Sat., 26th "
Shinyo Maru*	22,000—21 knots	from Kobe 11th May.
Chiyo Maru	22,000—21 knots	Tues., 18th May.

*Passengers by this steamer may travel per S.S. Hongkong Maru, via Manila. Omitting Shanghai.

All steamers will be despatched at NOON.

First Class to London.....271.10. Return (6 months) \$120.

First Class to New York.....260. " " 236.10.

" " San Francisco 245. " " 268.

*Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN

STEAMERS CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Eastern		9th April at 10 a.m.
Aldenharn	4th April.	1st May
Empire	2nd May.	29th May

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers.

Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haifang	A. E. Hodgins	FRIDAY, 10th Apr. at 11 a.m.
Haiching	W. C. Passmore	TUESDAY, 14th Apr. at 11 a.m.

FOR SWATOW

Haimun	J. W. Evans	WEDNES., 8th Apr. at 11 a.m.
Haimun	J. W. Evans	SUNDAY, 12th Apr. at 10 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, LaPrall & Co.

General Managers.

LOG BOOK.

Treasure Hunt.

Writing on January 21, the Christchurch (New Zealand) correspondent of the Central News says:—

An American barquentine is expected to arrive shortly in connection with a project for the recovery of the treasures which went down with the wreck of the General Grant in 1866 at Anslaid Island. G.I. to the value of anything between \$100,000 and \$1,000,000, it is supposed, lies beneath the water awaiting salvage—the great difference in the estimated value being due to the fact that there is some doubt in regard to the meaning of such terms as "nine tons spelter" and "170 boxes sundries." The vessel was on its way from Melbourne to San Francisco, and it is believed that the spelter, zinc and sundries entered in the cargo list were in reality miners' gold, so entered in order that the cargo might not appear to be too valuable.

The work of salvage is being undertaken by the "General Grant Salvage Syndicate," and the promoters are sanguine of success. Four attempts have already been made to recover this treasure—in 1868, 1875, 1877 and 1878—but all were unsuccessful.

Compensation Demanded.

It will be remembered, says the N. O. Daily News, that during the first revolution, the Chinese merchants at Hankow lost heavily owing to the destruction of their goods lying in the China Merchants' godowns. They have since demanded that the China Merchants' Co. should pay them adequate compensation; to which the directors of the Company have returned an offer of \$200,000 in cash, and free freight to the value of \$100,000 in full settlement of all claims. This offer was not considered acceptable. Now, Mr. Sheng Chao-shu, Vice-Chairman of the Chinese Chamber of Commerce at Hankow has come to Shanghai, and has offered the directors of the Company to settle the dispute if they will increase the amount of cash compensation. The directors, however, maintain that they are not responsible for losses occasioned by war, and that they have already offered as much as they possibly can. Now, however, the Shanghai Chinese Chamber of Commerce has stepped in, and has suggested to the China Merchants to increase their offer of free freight, while recommending Mr. Sheng to accept such a compromise. There the matter now stands.

Britain's Biggest Liner.

By the launch of the Britannio, Messrs. Harland and Wolff have retained for Belfast its fame as the birthplace of the world's biggest steamers, says the Northern Whig.

All that human skill can do has been done in the Britannio to avoid the perils that await those who go down to the sea in ships. The inner shell and the additional bulkheads will enable the vessel to float with six compartments pierced, whereas two were formerly regarded as the outside limit; and the new devices introduced for the launching of "hoboes" go far beyond anything tried down at the recent Conference on the Safety of Life at Sea.

The Britannio is from truck to keelson a Belfast boat, and Belfast does well to be proud of her. To the men who planned her lines, who riveted her plates, and fashioned in the glancing shape the mighty hull, it is that will drive her through the Atlantic rollers belongs the greatest meed of praise, yet in their triumph each and all of us can claim a modest share.

60,000-Ton Liner.

At an early date, work will be begun at Belfast on a steamship which is to surpass in size not only the Britannio (50,000 tons) which was launched there last month, but also the German Vaterland and the Imperator. With a tonnage of 60,000, the new ship will be the largest in the world, and the supremacy now held by the Vaterland (50,000 tons) will be won for Great Britain.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
Kobe & Moji	Lovat	Thurs. 9th Apr. at daylight
SHANGHAI	Choysang	Thurs. 9th Apr. at daylight
S'PORE, P'ang & C'outta	Yatshing	Thurs. 9th Apr. at 2 p.m.
SHANGHAI	Esang	Fri. 10th Apr. at daylight
Kobe & Moji	Kumsang	Sat. 11th Apr. at noon
MANILA	Loongsang	Sat. 11th Apr. at 2 p.m.
SHANGHAI	Kwongsang	Sun. 12th Apr. at daylight
MANILA	Yuensang	Sat. 18th Apr. at 2 p.m.

Return Tours to Japan (Occupying 24 days).
The steamers "Kumsang," "Namsang," and "Latsang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Indian Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fo ksang," "Kumsang," "Lovat," "Yatshing," and "Yuensang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

The steamers "Choysang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai. These vessels have all modern improvements and are fitted throughout with electric light.

A duly qualified surgeon is also carried.
* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei, Tientsin.

† Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Sipornia, Tawao, Usukan, Jesselton and Labuan.
For Freight or Passage, Apply to JARDINE, MATHESON & CO., LD.

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice

"Shire" Line Service—Holland.

For	Steamers	Date of Sailing
LONDON & ANTWERP	Merionethshire	13th April.
LONDON, ROTTERDAM & ANTWERP	Cardiganshire	19th May.

Trans-Pacific "Shire" & "Glen" Joint Service

For	Steamers	Date of Sailing
VTORIA VVER, STLE, TACOMA & PLAND	Den of Ruthven	9th April.
VTORIA VVER, STLE, TACOMA & PLAND	Glenloch	2nd May.
VTORIA VVER, STLE, TACOMA & PLAND	Carnarvonshire	28th May.

Cargo accepted on Through Bills of Lading to all ports in Europe and North and South America.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN Yokohama, Kobe, Hongkong, Straits and Rangoon.

T. S. S. MUTTRA, 4,544 tons gross, Capt. H. CAREY, will be despatched for YOKOHAMA, KOBE & MOJI on the 15th April at daylight, taking cargo and Passengers at current Rates.
For Freight and Passage, apply to JARDINE, MATHESON & CO., LD.

Telephone No. 215. Agents.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SAUVORS & REPAIRERS; BOILERMAKERS, FORD-MASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.
Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'6"
Pumps empty Dock in 2-3/4 hours.

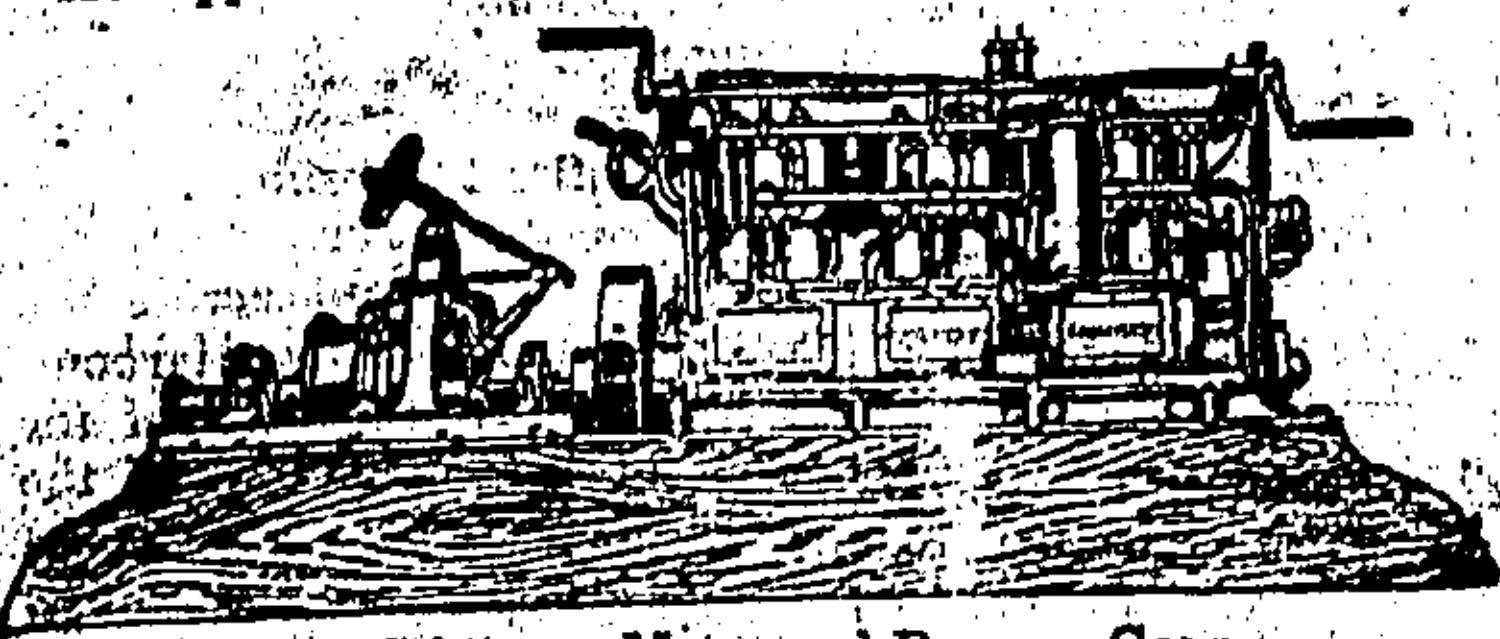
THREE PATENT LIPTWAYS taking vessels up to 3,000 ton displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops, ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains Wire Ropes, Rivets, etc.

AGENTS for: JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 150 B. H. P.

As supplied to the British Admiralty & War Office.



0.6 type Motor and Reserve Gear.
B.H.P. Paraffin 70; Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.
MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN. AGENTS.
Telegraphic Address: "TAIKOODOCK."
TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Havre, & Hamburg &c.	Alasia	H. A. L.	8, Apr.
London and Antwerp	Mar'shite	J. M. Co.	8, Apr.
M'les, L'don &werp via S'pore etc.	Kamo M.	N. Y. K.	8, Apr.
London, via Usual Ports of Call	Arabia	P. & O.	11, Apr.
Trieste, via Singapore, Penang, Colombo, etc.	Koerber	S. W. Co.	15, Apr.
London & Antwerp via S'pore &c.	Khiva	P. & O.	15, Apr.
M'les, G'os, A's, Lisbon S'ton, &c.	Yorok	M. & Co.	15, Apr.
Havre, Bremer & Hamburg	Bayern	H. A. L.	23, Apr.
London, Hull and Antwerp	Glenlogan	S. T. Co.	26, Apr.
Marseilles, Antwerp, R'dam, Bremen & Hamburg	Lothringen	N. D. L.	M. of Apr.
Havre, Emden & Hamburg/B'men	Thuringen	N. D. L.	B. of May
M'les, Hamburg & Antwerp &c.	Belgravia	H. A. L.	1, May
Havre, Dunkirk, Emden and Hamburg/Bremen	Gernis	N. D. L.	5, of May
Marseilles, Antwerp, Rotterdam, Hamburg & Bremen	Sigmaringen	M. Co.	16, May
Havre, Emden & Hamburg	Uckermark	H. A. L.	16, May
London, Rotterdam & Antwerp	Cardshire	J. M. Co.	18, May
Marseilles via Ports	Dumbea	M. M.	18, May
Havre, D'tirk & Hamburg	Schwarzburg	H. A. L.	18, May
P'dam, Hamburg & Antwerp	Brigavina	H. A. L.	22, May
Havre, Bremen and Hamburg	Altmark	H. A. L.	1, June
Rotterdam, & Hamburg	Brasilia	H. A. L.	6, June
Havre & Hamburg	Furst Bulow	H. A. L.	6, June

NEW YORK, SAN FRANCISCO AND CANADA.

Vancouver via S'hai, Japan etc.	Montezuma	C. P. R.	8, Apr.
San Francisco via S'hai & Manila	Nippon M.	T. K. K.	8, Apr.
Victoria, Vancouver, Seattle, Tacoma & Portland	Don.	J. M. Co.	9, Apr.
Mexican, Peruvian and Chile Ports via Japan	Ruthven	J. M. Co.	9, Apr.
Sdn F'cisco via S'hai & Japan etc.	Selyo M.	T. K. K.	11, Apr.
Victoria, V'yer, S'tle & P. (Or.)	Mongolia	P. M. Co.	11, Apr.
Vancouver via S'hai and Japan	Hoerde	H. A. L.	14, Apr.
V'oria, B.C., T'ma via Japan &c.	E. of Asia	C. P. R.	16, Apr.
Sdn F'co via S'hai & Japan &c.	Chicago M.	O. S. K.	16, Apr.
New York via Suez Canal	H'kong M.	T. K. K.	25, Apr.
San Francisco and San Pedro	Afghan P.	A. K. Co.	25, Apr.
San F'co via Manila & Japan &c.	M. S. Dollar	R. D. Co.	28, Apr.
Victoria, V'yer, S'tle, T. & P.	Persia	P. M. Co.	28, Apr.
New York via Ports & Suez Canal	Glenloch	J. M. Co.	3, May
San F'cisco & S'hai & Japan &c.	Indrasamha	J. M. Co.	5, May
San Francisco	Shinyo M.	T. K. K.	11, May
Victoria, V'yer, S'tle & P'land	Chiyo M.	T. K. K.	19, May
	O'hire	J. M. Co.	28, May

AUSTRALIA.

Australian Ports via Manila	Tango M.	N. Y. K.	8, Apr.
Australian Ports via Manila	Eastern	G. L. Co.	9, Apr.
Australian Ports via Manila	P. Sigismund	M. & Co.	18, Apr.
Australian Ports via Manila	Taiyuan	B. & S.	2, Apr.
Australian Ports via Manila	Aldeham	G. L. Co.	1, May
Australian Ports via Manila	Nikko M.	N. Y. K.	6, May
Aust alia	Empire	G. L. Co.	29, May

SINGAPORE, COAST PORTS AND JAPAN.

Nagasaki, Kobe & Yokohama	Nikko M.	N. Y. K.	8, Apr.
Singapore, Penang and Calcutta	J. M. Co.	B. & S.	8, Apr.
Pakhoi & Haiphong	Yatshing	B. & S.	8, Apr.
Swatow	Haimun	D. L. Co.	8, Apr.
Jesselton, Kudat and Sandakan	Borneo	M. Co.	9, Apr.
Shanghai	Delta	P. & O.	9, Apr.
Kobe and Yokohama	Kaga M.	N. Y. K.	9, Apr.
Swatow, Amoy and Foochow	Choysang	J. M. Co.	9, Apr.
Shanghai	Haiyang	D. L. Co.	10, Apr.
Singapore, Penang & Calcutta	Delta	P. & O.	10, Apr.
Shanghai	A. Apear	J. M. Co.	10, Apr.
Swatow, Amoy & Foochow	Esang	J. M. Co.	10, Apr.
Shanghai	Kaijo M.	O. S. K.	10, Apr.
Yokohama, Kobe & Moji	Kumsang	J. M. Co.	11, Apr.
Manila, Mangarin, Cebu & Iloilo	Zafro	S. T. Co.	11, Apr.
Kobe (direct)	Sanuki	N. Y. K.	11, Apr.
Manila	Loongsang	J. M. Co.	11, Apr.
Shanghai and Tsingtau	Kanchow	B. & S.	11, Apr.
Shanghai, Y'hama, Kobe & Moji	Japan	A. N. Co.	12, Apr.
Shanghai	Kwongsang	J. M. Co.	12, Apr.
Tamsui via Swatow & Amoy	Daijin Maru	O. S. K.	12, Apr.
Manila, Cebu and Iloilo	Ch nhua	B. & S.	14, Apr.
Swatow, Amoy & Foochow	Haiching	D. L. Co.	14, Apr.
Amping, Takao via S'tow & Amoy	Soshu Maru	O. S. K.	15, Apr.
Yokohama, Kobe and Moji	Muttra	J. M. Co.	15, Apr.
S'hai, Nagasaki, Kobe & Y'hama	Buelow	M. Co.	16, Apr.
Bombay, via S'pore, Port S'ham, Penang & Colombo	Saigon M.	O. S. K.	16, Apr.
Bombay via S'pore & Colombo	Penang M.	N. Y. K.	16, Apr.
Shanghai, Kobe & Moji	Forilla	D. S. Co.	18, Apr.
Manila	Yuenang	J. M. Co.	18, Apr.
S'pore, P'ang, R'goon & C'outta	Tosa M.	N. Y. K.	18, Apr.
Shanghai, Kobe and Yokohama	Cordillere	M. M.	19, Apr.
Kobe (direct)	Jinsen	N. Y. K.	22, Apr.
Manila, Mangarin, Cebu & Iloilo	Rubi	S. T. & Co.	22, Apr.
Shanghai, Kobe and Yokohama	Altmark	H. A. L.	25, Apr.
Kobe	P. Waldemar	M. Co.	28, Apr.
Tientsin via S'tow, W'wai & C'fow	Chippshing	J. M. Co.	29, Apr.
Shanghai, Kobe and Yokohama	W'berg	H. A. L.	1, May
Shanghai, Kobe and Yokohama	Furst Bulow	H. A. L.	1, May
Shanghai	Bohemia	S. W. Co.	1, May
Y'hama and Kobe via Shanghai	Nippon	H. A. L.	2, May
Shanghai, Kobe and Yokohama	Segovia	H. A. L.	11, May
Shanghai, Kobe and Yokohama	Emden	H. A. L.	21, May
Shanghai, Kobe and Yokohama	Sambia	H. A. L.	21, May
Shanghai, Kobe and Yokohama	Frista	H. A. L.	29, May
Shanghai, Moji, Kobe & Y'hama	Navara	P. & O.	end May
Shanghai, Kobe and Yokohama	Silasia	H. A. L.	18, June
Japan	Tilapat	J.O.J. L.	Q. desp.
Shanghai	Tikini	J.O.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tijpanas	J.O.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tijhiwang	J.O.J. L.	Q. desp.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessels.
Straits	Kamo Maru
Haiphong	Sungkiang
Japan	Nikko Maru
Swatow	Haimun
Australia	Tango Maru
United States	Montezuma
Foochow	Kaiyo Maru
Shanghai	Choysang
Japan	Lovat

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessels.
Singapore	Kaga Maru
S'pore	Lothian

CANADIAN MAIL.

The C.P.R. s.s. EMPRESS OF RUSSIA left Yokohama on the 28th Mar. between 4 & 6 a.m.
The C. P. R. s.s. EMPRESS OF ASIA left Shanghai on the 5th inst. at 3 p.m. and is due to arrive at Hongkong on the 7th at 6 p.m.

The C. P. R. s.s. EMPRESS OF INDIA left Shanghai on the 5th inst. at 5 p.m. and is due to arrive at Nagasaki on the 7th inst. at 5 a.m.

AMERICAN MAIL.

The T. K. K. s.s. NIPPON MARU will leave Hongkong for San Francisco via Manila, Nagasaki, Kobe, Yokohama and Honolulu on the 8th April at 10.30 a.m.

The P. M. s.s. SIBERIA arrived at San Francisco on the 29th March.

MERCHANT STEAMERS.

The N. Y. K. s.s. KAGA MARU (European Line) left London for this port via ports on the 28th Feb. and is expected here on the 8th April.

The N. Y. K. s.s. KAGA MARU (European Line) left Colombo for this port via Singapore on the 26th March and is expected here on the 8th April.

The N. Y. K. s.s. SANUKI MARU (Calcutta Line) left Calcutta for this port via ports on the 24th March and is expected here on the 12th April.

The N. Y. K. s.s. ATSUTA MARU (European Line) left Marseilles for this port via ports on the 21st March and is expected here on the 21st April.

The N. Y. K. s.s. TAMBA MARU (American Line) left Seattle for this port via ports on the 24th March and is expected here on the 26th April.

The N. Y. K. s.s. HITACHI MARU (European Line) left London for this port via ports on the 28th March and is expected here on the 6th May.

The Barber Line s.s. CHALISTER sailed from New York on the 4th Feb. for Hongkong.

The I. O. S. N. s.s. KUMSANG from Calcutta is due at Hongkong on the 6th April.

The S.L. s.s. MERIONETHSHIRE for Hongkong leaves Shanghai 6th April is due at Hongkong on the 9th April.

The s.s. GLENTURET passed the Suez Canal on the 13th inst. for Hongkong via Straits.

The East Asiatic Co., Ltd. s.s. CATHAY has left Port Said and may be expected here on or about the 14th of April.

The A. A. S. S. Co.'s s.s. INDRANI passed the Suez Canal on the 17th ult. for Hongkong direct.

THE MUGU LINE s.s. MONTROSE left United Kingdom for Hongkong via Straits on the 23rd ult. and is expected to arrive here on or about the 7th May.

The H. A. L. s.s. BRISGAVIA left Singapore on the 31st March p.m. and may be expected here on or about the 7th inst. p.m.

The Ben Line s.s. BENAVALON from Antwerp, Middlebro and London left Singapore for this port on the 2nd inst. and may be expected to arrive here on or about 8th inst.

The s.s. GLENLOCHY passed the Suez Canal on the 31st Mar. for Hongkong via Straits.

The s.s. LOTHIAN sailed from Singapore on the 2nd inst. and is due to arrive here on the 8th April.

VESSELS IN PORT.

Steamers.

Montezuma, Br. 3,933, A. J. Halley, 20th ult.—Shanghai, 17th ult.—Gen.—C. P. R. Co.
Tango Maru, Jap. s.s. 13,454, Ernest Bent, 21st ult.—Shanghai, 19th ult.—Gen.—T. K. K.
Dagfin, Norw. s.s. 896, A. T. Salvesen, 22nd ult.—Salgon, 15th ult. Rice etc.—Order.
Nippon Maru, Jap. 3,452, A. G. Stevens, 27th ult.—San Francisco, 27th Feb. Gen.—T. K. K.
Machow, Ger. s.s. 998, Fallner, 28th ult.—Haikow, 27th ult. Rice—B. & S.
Miyu Maru, Jap. s.s. 926, H. Tachibana, 27th ult.—Bangkok, 17th ult. Rice and Flour—Japanese.
Scandia, Ger. s.s. 2,855, F. Johansen, 28th Mar.—Shanghai, 24th Mar. Gen.—H. A. L.
Awa Maru, Jap. s.s. 3,912, S. Tomimaga, 29th ult.—Shanghai, 26th ult. Gen.—N. Y. K.
Idomeneus, Br. s.s. 6,692, W. W. Wallace, 30th ult.—Shanghai, 27th Mar. Gen.—B. & S.
Kwangsue, Br. s.s. 1,236, G. J. Spink, 30th Mar.—Salgon, 25th Mar. Gen.—B. & S.
C. Jensen, Ger. s.s. 1,105, J. Bindesen, 30th Mar.—Bangkok, 27th Mar. Rice—Ch. S. St. & Co.
Rajah, Ger. s.s. 1,275, O. Roslofsky, 29th ult.—Sarawak, 21st Mar. Timber—N. D. L.
Kiang Ping, Chi. s.s. 1,222, H. Udden, 30th Mar.—Chinkiang, 27th March. Gen.—Chinese.
Aspulet, Br. s.s. 3,170, L. Smith, 1st inst. Swatow, 31st ult. Nil—S. O. & Co.
Borneo, Ger. s.s. 1,344, Joh. Kochler, 1st inst.—Sandakan, 27th ult. Gen. & Timber—M. & Co.
Mausang, Br. s.s. 1,344, Carlo, 31st ult.—Shanghai, 27th ult. Ballast—A. T. & Co.
Yuensang, Br. s.s. 1,128, C. A. Robertson, 31st March—Manila, 28th March Gen.—J. M. & Co.
Selyo Maru, Jap. s.s. 4,855, H. Nagan, 1st inst.—Moji, 27th ult. Coal & Gen.—T. K. K.
Wuhu, Br. s.s. 1,227, Howard, 1st inst.—Shanghai, 28th ult. Gen.—O. N. & Co.
Choysang, Br. s.s. 1,424, M. Courtney, 2nd inst.—Swatow, 1st inst. Gen.—J. M. & Co.
Perola, Dut. s.s. 3,996, Mario de Nardo, 1st inst.—Singapore, 26th ult. Gen.—S. M. & Co.
Java Maru, Jap. s.s. 2,954, Fuchigami, 2nd inst.—Moji, 28th ult. Gen.—O. S. K.
Phrymphen, Br. s.s. 1,064, Buro, 2nd inst.—Salgon, 29th ult. Rice—Chinese.
Tepalan Maru, Jap. s.s. 2,263, Tanji, 2nd inst.—Milke, 27th ult. Coal—M. B. K.
Yingchow, Br. s.s. 1,220, C. Williams, 2nd inst.—Shanghai, 29th ult. Gen.—B. & S.
Austria, Aus. s.s. 7,620, D. Oculich, 3rd inst.—Shanghai, 31st ult. Gen.—W. & Co.
Elger, Norw. s.s. 875, E. Fingelsen, 2nd inst.—Dally, 27th ult. Beans—Chinese.
Hong Wan I, Br. s.s. 2,960, Manmore, 3rd inst.—Singapore, 28th ult. Gen.—Chinese.
Paklat, Ger. s.s. 1,011, Yoh. Wenzel, 3rd inst.—Swatow, 2nd inst. Rice—B. & S.
Teun, Br. s.s. 1,351, J. V. Siford, 3rd inst.—Manila, 1st inst.—Gen.—B. & S.
Tientin, Br. s.s. 1,136, McGarity, 2nd inst.—Tsingtau, 26th inst. Gen.—B. & S.
Boilefos, Norw. s.s. 889, E. Dons, 4th inst.—Bangkok, 27th ult. Rice—T. & Co.
Devanongse, Br. s.s. 1,047, C. W. Shearer, 3rd inst.—Salgon, 29th ult. Rice—A. Bane.
Lycemoon, Ger. s.s. 1,238, E. Anshayen, 4th inst.—Salgon, 31st ult. Rice—Chinese.
Huichow, Br. s.s. 1,216, Hooker, 3rd inst.—Tientsin, 21st ult. Gen.—B. & S.
Liangchow, Br. s.s. 1,330, Benson, 4th inst.—Shanghai, 31st ult. Gen.—B. & S.
Lovat, Br. s.s. 3,901, R. R. Glegg, 4th inst.—Calcutta, 30th ult. Gen.—J. M. & Co.
Tat Shing, Br. s.s. 1,324, R. Y. Anderson, 3rd inst.—Moji, 19th ult. Gen.—J. M. & Co.

Tijpanas, Dut. s.s. 3,504, A. Oldenburgh, 3rd inst.—Amoy, 2nd inst. Gen.—J. O. J. L.
Triumph, Ger. s.s. 760, Langdungen, 3rd inst.—Hobow, 3rd inst. Gen.—Order.
Tijmuhl, Dut. s.s. 2,470, J. Onsbuys, 4th inst.—Mussaur, 27th ult. Gen.—J. O. J. L.
Vladimir, Rus. s.s. 3,197, Kamshansky, 3rd inst.—Vladivostok, 31st ult. Gen.—Luckmanoff.
Amazone, Fr. s.s. 2,958, Corta, 6th inst.—Yokohama, 28th inst. Gen.—M. M.
Aushu Maru, Jap. s.s. 1,007, B. Ito, 5th inst.—Moji, 30th ult. Coal—M. B. K.
Atholl, Br. s.s. 3,031, S. L. Saxby, 6th inst.—Shanghai, 3rd inst. Gen.—D. L. & Co.
Chi Yuen, Chi. s.s. 1,1

Consignees

NORDDEUTSCHER LLOYD,
BREMEN.IMPERIAL GERMAN MAIL
LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"
having arrived, Consignees of
cargo are hereby informed that
their Goods, with the exception
of Opium, Treasure and Valu-
ables, are being landed and stored
at their risk into the hazardous
and/or extra hazardous Godowns
of the Hongkong and Kowloon
Wharf and Godown Company,
Limited, Kowloon, and West
Point Godowns, whence delivery
may be obtained.

Optional Cargo will be forward-
ed on unless intimation is received
from the Consignees before noon
to-day requesting it to be landed
here.

No claims will be admitted after
the Goods have left the Godowns,
and all goods remaining undelivered
after the 8th of April,
will be subject to rent.

All broken, chafed, and dam-
aged Goods are to be left in the
Godowns, where they will be
examined on the 8th of April,
at 9.30 a.m.

All claims must reach us before
the 15th of April, 1914, or they
will not be recognized.

No Fire Insurance will be
effected.

Bills of Lading will be counter-
signed by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents,
Hongkong, 1st April, 1914. [1202]

NORDDEUTSCHER LLOYD,
BREMEN.IMPERIAL GERMAN MAIL
LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZESS ALICE,"
having arrived, Consignees of
cargo are hereby informed that
their Goods, with the exception
of Opium, Treasure and Valu-
ables, are being landed and stored
at their risk into the hazardous
and/or extra hazardous Godowns
of the Hongkong and Kowloon
Wharf and Godown Company,
Limited, Kowloon, and West
Point Godowns, whence delivery
may be obtained.

Optional Cargo will be forward-
ed on unless intimation is received
from the Consignees before noon
to-day requesting it to be landed
here.

No claims will be admitted after
the Goods have left the Godowns,
and all goods remaining undelivered
after the 9th of April,
will be subject to rent.

All broken, chafed, and dam-
aged Goods are to be left in the
Godowns where they will be ex-
amined on the 9th of April,
at 9.30 a.m.

All claims must reach us before
the 17th of April, 1914, or they
will not be recognized.

No Fire Insurance will be
effected.

Bills of Lading will be counter-
signed by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents,
Hongkong, 3rd April, 1914.

INDO-CHINA STEAM NAVI-
GATION CO., LTD.From CALCUTTA, PENANG
AND SINGAPORE.

THE Company's Steamship

"KUMSANG."

having arrived from the above
Ports Consignees of cargo by her
are hereby informed that their
goods will be delivered from
alongside.

Cargo impeding the discharge
or remaining on board after 4 p.m.
the 7th inst. will be landed at
Consignee's risk and expense.

No Fire Insurance will be
effected.

Bills of Lading will be counter-
signed by the undersigned.

JARDINE, MATHESON
& CO., LTD.
General Agents,
Hongkong, 6th April, 1914. [1204]

Don't forget after the Show
Supper, and Light Refreshments
ALEXANDRA CAFE,
Open Till Midnight.

Consignees

NORDDEUTSCHER LLOYD,
BREMEN.

FREIGHT LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SIGMARINGEN."

having arrived, Consignees of
cargo are hereby informed that
their Goods, with the exception
of Opium, Treasure and Valu-
ables, are being landed and stored
at their risk into the hazardous
and/or extra hazardous Godowns
of the Hongkong and Kowloon
Wharf and Godown Company,
Limited, Kowloon, and West
Point Godowns, whence delivery
may be obtained.

Optional Cargo will be forward-
ed on unless intimation is re-
ceived from the Consignees before
noon to-day requesting it to be
landed here.

No claims will be admitted after
the Goods have left the Godowns,
and all goods remaining undelivered
after the 10th of April
will be subject to rent.

All broken, chafed, and dam-
aged Goods are to be left in the
Godowns, where they will be
examined on the 9th of April,
at 11 a.m.

All claims must reach us before
the 17th of April, 1914, or they
will not be recognized.

No Fire Insurance will be
effected.

Bills of Lading will be counter-
signed by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents,
Hongkong, 3rd April, 1914. [1203]

INDO-CHINA STEAM NAVI-
GATION CO., LTD.From CALCUTTA, PENANG
AND SINGAPORE.

THE Company's Steamship

"LOVAT."

having arrived from the above
Ports Consignees of cargo by her
are hereby informed that their
goods will be delivered from
alongside.

Cargo impeding the discharge
or remaining on board after Noon
the 6th inst., will be landed at
Consignee's risk and expense.

No Fire Insurance will be
effected.

Bills of Lading will be counter-
signed by the undersigned.

JARDINE, MATHESON &
CO., LTD.
General Managers,
Hongkong, 4th April, 1914.

PACIFIC MAIL STEAMSHIP
COMPANY.

s.s. "MONGOLIA."

From SAN FRANCISCO, JAPAN

PORTS and MANILA.

The above mentioned vessel
having arrived consignees of cargo
are hereby notified to send in
their bills of lading for counter-
signature and take immediate
delivery of cargo from the Com-
pany's Godown at West Point.

Cargo will be landed immedi-
ately at consignees' risk and
expense.

Cargo remaining undelivered
Tuesday, April 7th, 1914 at
NOON will be landed at con-
signees' risk and expense.

On cargo remaining undelivered
Monday, April 13th, 1914, at
noon in addition to landing
charges, storage charges will be
collected.

No Fire Insurance whatever
will be effected.

All chafed and otherwise dam-
aged cargo will be examined at
the above Company's godown
Saturday, April 11th, 1914, at
10 a.m.

No claim will be entertained
unless accompanied by short de-
livery note or list of exceptions
taken at the time of delivery to
consignees and signed for and on
behalf of the Pacific Mail S.S. Co.

All claims must be filed on or
before May 6th, 1914, otherwise
they will not be recognized.

R. O. MORTON, Agent,
Hongkong, 6th April, 1914.

Hotel List.

Hongkong Hotel.

Abraham, E. S.	Lewis Mr & Mrs A.
Adler, L.	Lloyd G. T.
Adams Miss E. D.	Lobell, F.
Amberomble J. B.	Loiras, Miss N.
Andrews Miss D.	Mackay, W.
Argus, E. J.	Mackay, Dr. G.
Atkinson E. A.	Martin Mr & Mrs
Atkinson E. S.	Masobon, O. Fare-
Bail, W. G.	other
Baroness de Landow	Matheson, Miss H.
Banckham E.	Matheson, Mrs R.
Bao, T. F.	Martin, Mr & Mrs
Beal, O. D. J.	G.
Beer Mr & Mrs O.	Matheson H.
Bellios, Mrs E. R.	Mayer D. B.
Bena, G. A.	McMichael J. H.
Bernascone Miss M.	Major Mr & Mrs J.
Bernascone Miss L.	Mackay, B. K.
Bernascone Mr and	Mackay, Dr. G.
Bernascone E. V.	Mayer O. E.
Bovack J. W.	Middleton G. S.
Brumby H. T.	Moller D. B.
Cambridge A. J.	Milskowski N. S.
Clark Mrs O. O.	Moore Dr and Mrs
Coleman, Dr A.	Y. E. F.
Coyne Mr & Mrs T.	O'Leary, Miss G.
Coyne, P. P.	Oliveira G. W.
Clayton, W. E.	Pack Mr & Mrs P. J.
Dean R. M. R.	Petersen, A.
Derango, Mr &	Pilot, E. N.
Dr. & 2 children	Pooley J. Q. T.
Douglas, Mrs R. H.	Purves, F.
Douglas D. S. S.	Ramsey, R.
Downie W.	Raymond E. M.
Duncan, J.	Ry, E. H.
Durham E. C. H.	Roy, Miss F.
Dutton W.	Raid J. R.
Edwards, Mr &	Richardson F. M.
Mrs H. H.	Ricketts W. Mr and
Fernandez C. W. L.	Rivers, Miss E.
Fehr, H.	R. Rhine, F. L.
Field, G.	R. Rhine, F. L.
Fielding H. M.	R. Rhine, F. L.
Findlay A. B.	R. Rhine, F. L.
Frank, F. W.	R. Rhine, F. L.
Gardner, A.	R. Rhine, F. L.
Gibb, J.	R. Rhine, F. L.
Giles Mr & Mrs A.	R. Rhine, F. L.
B.	R. Rhine, F. L.
Gilman Capt. F.	R. Rhine, F. L.
Gordon, A. G.	R. Rhine, F. L.
Gould, V.	R. Rhine, F. L.
Gould, Mr & Mrs J.	R. Rhine, F. L.
Granger, P. D.	R. Rhine, F. L.
Granger, Mr &	R. Rhine, F. L.
Mrs W. A.	R. Rhine, F. L.
Hawatt, Hon. Mr E.	R. Rhine, F. L.
A. O. M. G.	R. Rhine, F. L.

Craigieburn.

Bennett H. S.	Gairth V.
Brown O. B.	Hall R. F.
Caldwell, Mr	Harbord W. F.
Caldwell, Miss	Harrison F. S.
Carpenter, Mr and	Masters, Mr & Mrs
Mrs	McCaig, J. C.
Cornwall W. A.	Ram, E.
Craw, H. C.	Smith, E. G.
Crew, Miss	Wilson Mr and Mrs
Darison A. C.	

Grand Hotel.

Allen M. & Mrs	King
Amey Mrs	Madharia
Armstrong	Matheson
Barr	Mayer Mr and Mrs
Bond	Obery, Miss
Coffmann	Raid Mr and Mrs
Crow Mr and Mrs	Raues, H.
Flindoff	Rodford Mr & Mrs
Francis	Rohn
Grant	Ross
Griffiths Dr	Russell Mr & Mrs
Henry	Schlutz
Hsu	Smith
Jackson	Wills
Johnson	Westman
Key Dr.	Wissenborn

Carlton Hotel.

Archibald J. B.	Martin T. H.
Bell, Mr and Mrs	Nichols, J. B.
B. B. A.	Philips, Miss E.
Bale Mr & Mrs D. H.	Philips, Miss E.
Barnes, C.	Philips, Miss E.
Carlton Miss F.	Philips, Miss E.
Chandler P.	Philips, Miss E.
Crombie, L. Geo.	Philips, Miss E.
Eades W. J.	Philips, Miss E.
Finn, F. G.	Philips, Miss E.
Foster Miss E. J. S.	Philips, Miss E.
Fletcher O. W.	Philips, Miss E.
Gandolfi A.	Philips, Miss E.
Gilbert E. J.	Philips, Miss E.
Grandy A. J.	Philips, Miss E.
Harcus Miss G. H. C.	Philips, Miss E.
Higginbotham Chas. J.	Philips, Miss E.
Holway D.	Philips, Miss E.
W. MacLeod D. H.	Philips, Miss E.
Major Capt and Mrs	Philips, Miss E.
N. G.	Philips, Miss E.
Martin A. J. J.	Philips, Miss E.

King Edward Hotel.

Murray Bain H.	K. A. E.
Born, Mrs	K. A. E.
Burke W.	K. A. E.
Butterfield Miss E.	K. A. E.
Clegg H.	K. A. E.
Cox F. W.	K. A. E.
Crank Mrs O. K.	K. A. E.
Diven J.	K. A. E.
Diven Miss	K. A. E.
Donaldson W. A.	K. A. E.
Earl, E. L.	K. A. E.
Evans E. W.	K. A. E.
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